SOUTHERN PACIFIC COMPANY

(PACIFIC SYSTEM.)

102

TIME TABLE

FOR THE

PORTLAND DIVISION

To Take Effect Sunday, July 2, 1922, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.

J. H. DYER,
General Manager.

F. L. BURCKHALTER,
Assistant General Manager.

G. F. RICHARDSON,
Superintendent of Transportation.

R. L. RUBY,
Assistant Superintendent of Transportation.

EASTWARD

ASHLAND SUBDIVISION

WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			FIRST CLASS				Distance from San Francisco via Marysville	Time Table No. 102 July 2, 1922.	Distance from Roseburg	FIRST CLASS				SECOND CLASS		
	222	258	256	16	54	12	14				13	53	15	11	257	255	221
	Portland Fast Freight	Local Freight	Local Freight	Oregon Express	Oregonian	The Shasta	Portland Express				SanFrancisco Express	Oregonian	California Express	The Shasta	Local Freight	Local Freight	Portland Fast Freight
	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	**Leave Daily**	Leave Daily	Leave Daily		**STATIONS**		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily
Yard WFOTP	7.30AM	7.00AM		7.00PM	5.00PM	8.15AM	5.30AM	429.1	DNR **ASHLAND** 5.5	143.5	s 10.00AM	s 4.20PM	s 11.30PM	s 4.30AM	10.30AM		5.20AM
70	7.45	7.15		f 7.12	5.13	8.26	f 5.42	434.6	TALENT 2.4	138.0	9.40	f 4.02	11.12	4.13	10.05		4.45
26	7.53	7.25		f 7.17	5.19	8.30	f 5.48	437.0	PHOENIX 1.4	135.6	9.30	f 3.53	11.03	4.05	9.55		4.30
7								438.4	GAS WORKS 0.4	134.2							
9								438.8	VOORHIES 3.0	133.8							
70 W	8.10	8.00		s 7.33	s 5.35	s 8.41	s 6.05	441.8	DN **MEDFORD** 1.1	130.8	s 9.17	s 3.40	s 10.50	s 3.50	9.39		4.10
26								442.9	**CRATER LAKE JCT.** 2.8	129.7			f				
75	**8.52**	**8.52**		s 7.42	5.42	**8.52**	s 6.15	445.7	D CENTRAL POINT 2.0	126.9	s **8.52**	f 3.20	f 10.28	3.37	**9.12** **8.25**		3.55
4				f				447.7	SEVEN OAKS (Spur) 2.5	124.9		f					
30	9.13	9.30		f 7.51	5.54	9.00	f 6.25	450.2	AUTO. BLOCK TOLO 1.2	122.4	f 8.42	f 3.06	10.15	**3.28**	8.10		**3.28**
				f			f	451.4	RAY GOLD (No Siding) 5.8	121.2	f	f					
50 W	9.33	10.00		s 8.05	6.07	9.12	s 6.42	457.2	DN GOLD HILL 2.2	115.4	s 8.29	f 2.48	f 10.00	3.16	7.31		2.40
10							f	459.4	ROCK POINT 0.7	113.2		f					
7								460.1	ZACHER 4.8	112.5							
60 P	10.00	10.20		s 8.21	6.20	9.25	s **6.58**	464.9	ROGUE RIVER 9.0	107.7	f 8.12	f 2.30	9.41	3.03	**6.58**		2.15
77 PWTO	10.38	11.00AM	8.00AM	s 8.45	s 6.40	s 9.43	s 7.22	473.9	DNR **GRANTS PASS** 2.0	98.7	s 7.55	s 2.10	s 9.25	s 2.49	6.30AM	1.50PM	1.50
17 P	11.05							475.9	GRANITE (Spur) 2.3	96.7						1.40	1.15
30	11.15		8.15	**9.06**	6.52	9.53	**7.38**	478.2	DIMMICK 4.3	94.4	**7.38**	1.52	**9.06**	2.34		1.25	1.05
42	11.30		8.35	s 9.16	7.03	10.02	s 7.50	482.5	D MERLIN 3.5	90.1	f 7.25	s 1.39	f 8.54	2.23		1.10	12.45
6								486.0	THREE PINES (Spur) 1.4	86.6						12.55	
96 P	11.55AM		8.55	f 9.28	7.15	10.12	f 8.02	487.4	Automatic Block Signals N HUGO 6.7	85.2	f 7.13	f 1.27	8.40	2.13		12.46	12.30
77 P	**12.25**PM		9.25	f 9.46	7.30	10.26	f 8.19	494.1	DN LELAND 4.5	78.5	f 6.53	f 1.08	f 8.19	1.57		**12.25**	12.01AM
71	**12.54**		9.40	10.00	7.44	10.40	8.33	498.6	POLLARD 3.4	74.0	6.39	**12.54**	8.05	1.43		12.10PM	11.45PM
41	1.20		9.52	f 10.08	**7.57**	10.47	f 8.41	502.0	D WOLF CREEK 5.9	70.6	f 6.30	f 12.45	f **7.57**	1.36		11.55AM	11.30
77 PWFT	2.00		10.15	s 10.28	s 8.18	**11.05**	s 9.05	507.9	DNR **GLENDALE** 1.8	64.7	s 6.14	s 12.25	s 7.37	1.24		**11.05**	11.00
12								509.7	LYSTUL 2.3	62.9							
37 P	2.15		**10.30**	f **10.37**	8.30	11.13	9.15	512.0	REUBEN 4.5	60.6	5.57	f 12.08PM	7.19	1.10		**10.30**	**10.37**
70 P	2.35		11.00	f 10.51	8.43	11.26	9.28	516.5	BRANDT 5.2	56.1	5.43	f 11.55AM	7.07	12.59		10.04	10.10
84 WTP	3.00		**11.41**AM	f 11.05	8.58	**11.41**	f **9.43**	521.7	DN WEST FORK 3.9	50.9	f 5.28	f **11.41**	f 6.53	12.46		**9.43**	9.40
43 P	3.15		12.10PM	11.15	**9.09**	11.51AM	9.54	525.6	COW CREEK 5.8	47.0	5.17	11.28	6.41	12.36		9.15	**9.09**
50 P	3.35		12.35	11.29	9.23	12.04PM	f 10.08	531.4	PECK 4.1	41.2	5.02	f 11.14	6.27	12.22		8.50	8.25
73 P	3.55		12.55	11.40	9.33	12.14	f 10.18	535.5	D BYERS 4.8	37.1	4.51	f 11.02	f 6.16	12.10AM		8.32	8.10
36 P	4.15		1.15	f **11.57**PM	9.45	12.26	f 10.30	540.3	CORNUTT 3.9	32.3	4.38	f 10.49	6.04	**11.57**PM		8.15	7.50
72 P	4.30		1.40	s 12.11AM	9.55	12.33	s **10.40**	544.2	DN RIDDLE 5.1	28.4	f 4.29	s **10.40**	s 5.55	11.51		8.00	7.35
73 P	4.50		2.00	12.23	10.06	12.43	10.52	549.3	WEAVER 1.1	23.3	4.16	10.27	5.42	11.40		7.25	7.15
23 WP	4.55		2.15	s 12.26	10.08	12.44	s 10.55	550.4	D MYRTLE CREEK 4.5	22.2	f 4.14	s 10.25	s 5.40	11.38		7.20	7.10
39	**5.28**		2.35	f 12.37	10.16	12.53	f 11.05	554.9	N DOLE 3.1	17.7	4.02	f 10.14	f **5.28**	11.30		7.05	6.40
2	5.40		2.50	12.46	10.22		f 11.14	558.0	ROUND PRAIRIE (Spur) 4.0	14.6	3.54	f 10.06	f 5.20	11.24		6.55	
73	**6.15**		3.20	f 12.55	10.30	1.07	s 11.25	562.0	D DILLARD 4.3	10.6	3.44	f 9.57	s 5.11	11.17		6.40	**6.15**
3 P							f	566.3	CARNES (Spur) 1.4	6.3			f				
49 P	6.35		3.40	1.07	10.41	1.18	f 11.38	567.7	GREEN 1.7	4.9	3.33	f 9.44	f 4.58	11.06		6.15	6.00
25								569.4	SHADY 3.2	3.2							
Yard WTOFP	6.55PM		4.00PM	s 1.20AM	s **10.55**PM	s 1.30PM	s 11.50AM	572.6	DNR **ROSEBURG**	0.0	3.20AM	9.30AM	4.45PM	**10.55**PM		6.00AM	5.40PM
	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	**Arrive Daily**	Arrive Daily		(143.5)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily
	(11.25)	(4.00)	(8.00)	(6.20)	(5.55)	(5.15)	(6.20)		Time over District		(6.40)	(6.50)	(6.45)	(5.35)	(4.00)	(7.50)	(11.40)
	13.05	11.16	12.34	22.58	24.11	27.24	22.58		Average speed per hour		21.45	21.05	21.26	25.61	11.20	12.60	12.30

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Nos. 16 and 53 Union Creek. Nos. 14 and 15 Tunnel No. 7.

EASTWARD

ROSEBURG SUBDIVISION

WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS				FIRST CLASS						Distance from San Francisco via Marysville			Time Table No. 102 July 2, 1922	Distance from Junction City	FIRST CLASS						SECOND CLASS			
	222	230	246	260	54	24	12	14	18	16						53	23	15	17	11	13	229	221	245	259
	Portland Fast Freight	Local Freight	Mixed	Local Freight	Oregonian	Powers Portland Passenger	The Shasta	Portland Express	Roseburg Portland Passenger	Oregon Express						Oregonian	Portland Eugene Passenger	California Fxpress	Portland Roseburg Passenger	The Shasta	San Francisco Express	Local Freight	Portland Fast Freight	Mixed	Local Freight
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday
Yard WTFOP	8.30PM	8.00AM			11.15PM		1.35PM	12.05PM	7.50AM	1.35AM	572.6	DNR		**ROSEBURG**	88.0	s 9.10AM		s 4.30PM	s 9.45PM	s 10.50PM	s 3.05AM	2.35PM	2.10PM		
2									f		574.2			1.6 EDENBOWER (Spur)	86.4				f						
73 P	8.46	8.17			11.30		**1.48**	f 12.18	s 8.04	1.48	577.8		Auto. Block	3.6 WINCHESTER	82.8	f 8.56		4.16	f 9.31	10.37	2.51	2.15	**1.48**		
73 P	**9.20**	**8.45**			11.41		**1.57**	s 12.28	s 8.13	f 1.58	581.4			3.6 WILBUR	79.2	s **8.45**		s 4.05	f **9.20**	10.28	2.41	**1.57**	1.15		
10											583.9			2.5 DEADY (Spur)	76.7										
73	9.40	9.25			f 11.55PM		2.10	s **12.43**	s **8.28**	f 2.12	586.4	D		2.5 SUTHERLIN	74.2	s **8.28**		s 3.51	s 9.05	10.15	f 2.28	1.20	**12.43**		
70 W	**10.09**	9.55			f 12.03AM		2.18	s **12.53**	s 8.38	s **2.22**	589.1	DN		2.7 OAKLAND	71.5	s 8.20		s 3.45	s 8.59	**10.09**	f **2.22**	**12.53**	12.15PM		
47 P	10.32	10.25			12.18		2.30	f 1.07	f 8.52	2.35	595.4		Auto. Block	6.3 ISADORA	65.2	f 8.05		f 3.31	f 8.45	9.55	2.10	12.10	11.50AM		
70 PT	10.40	10.40			12.24		2.35	f 1.12	f 8.58	2.39	597.5			2.1 RICE HILL	63.1	f 8.00		f 3.26	f 8.40	9.50	2.05	12.01PM	11.40		
73 P	11.05	**11.15**			12.38		2.47	s 1.27	s 9.13	f 2.52	603.7	D	Automatic Block	6.2 YONCALLA	56.9	s 7.43		s 3.12	s 8.22	9.36	1.52	**11.15AM**	**11.15**		
5											606.1			2.4 DEVORE	54.5										
73 WYP	11.30	11.30			f 12.53		**3.00**	s 1.41	s 9.27	s 3.07	609.0	DN		2.9 DRAIN	51.6	s 7.30		s **3.00**	s 8.10	9.25	s 1.41	10.40	10.50		
4											610.2			1.2 KREWSON (Spur)	50.4										
25 P	11.38	11.40			12.59		3.08	f 1.48	f 9.33	3.12	611.7			1.5 LEONA	48.9	f 7.16		f 2.44	f 7.59	9.15	1.29	10.10	10.35		
73	11.43	11.45			1.02		3.11	1.51	**9.36**	3.15	613.2			1.5 SAFLEY	47.4	7.12		2.40	7.56	9.13	1.27	**9.36**	10.18		
11	11.50	11.50			1.06		3.15	f 1.55	f 9.40	3.18	615.2			2.0 ANLAUF	45.4	f 7.08		f 2.36	f 7.52	9.09	1.23	9.20	10.11		
21	11.54PM	11.59AM			1.08		3.18	f 1.58	f 9.44	3.20	616.1			0.9 CURTIN	44.5	f 7.06		f 2.34	f 7.50	9.07	1.21	9.15	10.08		
49 W	12.01AM	12.15PM			**1.18**		3.22	f 2.03	s **9.48**	3.23	617.9	D		1.8 COMSTOCK	42.7	f 7.03		f 2.31	f 7.47	9.04	**1.18**	9.05	**9.48**		
10											619.2			1.3 GRETNA	41.4										
49 PY	12.22	12.40			1.36		3.35	f **2.21**	f 10.02	3.37	621.9			2.7 DIVIDE	38.7	f 6.52		**2.21**	f 7.36	8.54	1.07	8.45	9.20		
12											622.9			1.0 VEATCH (Spur)	37.7										
20											624.2			1.3 MONETT (Spur)	36.4										
31 P	12.38	1.00			1.45		3.42	f 2.28	f 10.07	3.44	625.0			0.8 LATHAM	35.6	6.44		2.13	f 7.29	8.46	12.59	8.25	9.10		
52 PW	**12.56**	1.25			1.49		3.44	s 2.36	s 10.12	s 3.48	626.5	DN		1.5 **COTTAGE GROVE**	34.1	s 6.41		s 2.10	s 7.26	8.43	s **12.56**	8.05	9.00		
10	1.05	1.40			1.53		3.48	2.41	f 10.17	3.53	629.1		Automatic Block	2.6 SAGINAW (Spur)	31.5	6.33		2.00	f 7.18			7.35	8.45		
77 P	1.11	**1.57**			1.56		3.51	2.45	f 10.21	3.57	630.6			1.5 WALKER	30.0	6.30		**1.57**	f 7.15	8.33	12.46	7.30	8.40		
73	1.26	2.15			2.06		3.59	f 2.55	s 10.30	f 4.07	635.5	D		4.9 CRESWELL	25.1	f 6.20		f 1.47	s 7.05	8.23	f 12.36	7.15	8.25		
73	**2.19**	2.40			**2.19**		4.12	f 3.08	s 10.42	4.20	640.9			5.4 GOSHEN	19.7	6.07		f 1.34	f 6.54	8.11	12.24	6.45	8.00		
YP	2.45	3.00	2.05PM		2.27		4.19	3.15	f 10.49	4.27	644.3	R		3.4 **SPRINGFIELD JCT.**	16.3	s 5.58		1.27	f 6.47	8.04	12.17	6.10	7.30	8.10AM	
I											646.3			2.0 E. S. CROSSING	14.8										
Yard PWT	3.30	3.15PM	2.15PM		s 2.38	4.55PM	s 4.30	s 3.28	s 11.05	s 4.40	647.3	DNR		1.0 **EUGENE**	13.3	s 5.50	s 12.25PM	s 1.20	s 6.40	s 7.57	s 12.10AM	6.00AM	7.20	8.00AM	
78 PY	3.35			10.40AM	2.41	4.58	4.33	3.31	11.08	4.43	648.5	R		1.2 **BLAIR**	12.1	5.28	12.21	1.11	6.31	7.50	11.55PM		7.02		10.00AM
73 P	3.50			10.55	2.50	f 5.06	4.41	3.40	f 11.16	4.52	653.0			4.5 IRVING	7.6	5.21	f 12.12PM	1.03	f 6.23	7.43	11.48		6.50		9.50
74 P	4.25			11.17	3.03	5.18	4.53	3.53	11.28	5.05	659.9			6.9 SWAIN	0.7	5.09	11.59AM	12.52	6.12	7.32	11.37		6.35		9.20
Yard PWTF	4.30AM			11.20AM	s 3.05AM	s 5.20PM	4.55PM	s 3.55PM	s 11.30AM	s **5.07**AM	660.6	DNR		6.7 **JUNCTION CITY**	0.0	**5.07**AM	11.57AM	12.50PM	6.10PM	7.30PM	11.35PM		6.30AM		9.15AM
														(88.0)											
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday
	(8.00)	(7.15)	(0.10)	(0.40)	(3.50)	(0.25)	(3.20)	(3.50)	(3.40)	(3.32)				Time over District		(4.03)	(0.28)	(3.40)	(3.35)	(3.20)	(3.30)	(8.35)	(7.40)	(0.10)	(0.45)
	11.00	12.14	18.00	18.50	22.99	31.20	26.40	22.99	24.00	25.89				Average speed per hour		21.70	28.50	24.00	24.52	26.40	26.09	8.72	11.23	18.00	17.53

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Nos. 14 and 16 will stop to discharge passengers from west of Eugene.

No. 54 will stop at Sutherlin, Oakland, Cottage Grove and Creswell to discharge passengers from west of Ashland.

PORTLAND SUBDIVISION

EASTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations.	SECOND CLASS									FIRST CLASS											Distance from San Francisco via Marysville	Time Table No. 102 July 2, 1922
	238 Local Freight	**88** Mixed	**260** Local Freight	**244** Local Freight	**232** Local Freight	**226** Local Freight	**228** Local Freight	**222** Portland Fast Freight	**234** Local Freight	**24** Powers Portland Passenger	**80** Salem Albany Passenger	**12** The Shasta	**14** Portland Express	**18** Roseburg Portland Passenger	**26** Lebanon Albany Passenger	**142** Tillamook Portland Passenger	**28** Salem Portland Passenger	**30** Brownsville Albany Passenger	**16** Oregon Express	**54** Oregonian		**STATIONS**
	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Yard WTF			**12.45PM**					5.40AM		5.23PM		5.00PM	4.00PM	11.35AM					5.12AM	3.10AM	660.6	DNR **JUNCTION CITY** 3.8
4																					664.4	VIRGIL (Spur) 0.7
48 P			1.15					5.52		s 5.33		5.09	4.09	s **11.46**					5.20	3.19	665.1	D HARRISBURG 3.1
9			1.25					6.00		f 5.38		5.14	4.14	f 11.51					5.24	3.24	668.2	ALFORD (Spur) 2.5
77 P			1.35					6.10		**5.44**		5.18	4.18	11.55AM					5.28	3.28	670.7	FOLK 3.1
47			1.55					6.20		s 5.50		5.23	4.23	s 12.01PM					5.32	3.33	673.8	D HALSEY 5.2
71 W			2.15					6.40		s 5.59		**5.30**	4.31	s **12.11**					5.39	3.41	679.0	DN SHEDD 5.6
72			2.40					**7.15**		s 6.09		5.38	4.40	s 12.20					5.47	3.50	684.6	TANGENT 5.1
P		3.10PM	2.55	11.15AM				7.26		6.16	6.06PM	5.45	4.48	12.28	12.14PM			7.36AM	5.54	3.58	689.7	R **ALBANY JCT.** 1.2
Yard WYF OP		3.15PM	3.00PM	11.20AM			8.05AM	7.35		s **6.32**	s 6.09PM	s 5.50	s **5.00**	s 12.40	s 12.17PM			s 7.39AM	s 6.05	s **4.08**	690.9	DNR **ALBANY** 4.5
48							8.15	8.05		f 6.39		5.58	5.09	f 12.48					6.13	4.16	695.4	MILLERSBURG 4.1
46							8.25	8.15		s 6.46		6.04	5.15	s 12.55					f 6.20	4.22	699.5	D JEFFERSON 4.7
73							8.35	8.25		s 6.54		**6.11**	5.24	s 1.03					f 6.28	4.30	704.2	DN MARION 6.5
78 P							8.55	8.40		s 7.05		6.21	5.35	s 1.14					f 6.38	4.40	710.7	D TURNER 1.2
4																					711.9	CRANDALL 1.4
										f 7.09		6.25	5.40	f 1.18					f 6.42	4.44	713.3	STATE SCHOOL (No Siding) 4.1
73 P							9.10	8.55		7.15		6.31	**5.48**	**1.24**					6.48	4.50	717.4	SOUTH SALEM 0.8
Yard WYOPF							9.20	s 9.10		s 7.22		s 6.36	s 6.00	s 1.32			9.00AM		s 6.55	s 5.00	718.2	DNR **SALEM** 0.6
P							9.25	9.15		7.24		6.38	6.02	1.34			9.02		6.57	5.02	718.8	LEMROCK 1.5
73 P							**9.55**	9.20		f 7.27		6.41	6.05	f 1.37			f 9.05		6.58	5.05	720.3	FAIR GROUNDS 3.0
19 P							10.05	9.30		f 7.33		6.45	6.10	s 1.43			f 9.12		7.04	5.11	723.3	CHEMAWA 3.6
75 P							**10.38**	**9.43**		f 7.42		**6.50**	6.16	f 1.51			f 9.22		7.11	5.19	726.9	BROOKS 5.2
72							10.50	**10.30**		s 7.52		6.57	6.25	s 2.01			s **9.34**		7.20	5.29	732.1	D GERVAIS 2.4
73 P							10.55	10.40		7.56		7.00	**6.29**	2.05			9.38		7.24	5.33	734.5	SOUTH WOODBURN 0.7
Yard WYFP						12.15PM	**11.30**	10.55		s 8.02		7.02	s 6.35	s 2.11			s 9.50		s 7.30	f 5.38	735.2	DNR **WOODBURN** 3.6
49						12.30	11.45	**11.05**		s 8.10		7.08	6.44	s 2.20			s 10.00		f 7.39	5.47	738.8	D HUBBARD 2.8
74 P						12.40	11.55AM	11.25		8.14		7.12	6.49	2.25			**10.10**		7.45	5.54	741.6	HITO 1.6
18						12.50	12.05PM	11.35		s 8.18		7.15	6.52	s 2.30			s 10.15		f 7.49	5.58	743.2	D AURORA 2.0
36 PW						1.00	12.15	11.50AM		f 8.21		7.18	6.55	s **2.36**			f 10.20		7.52	6.02	745.2	BARLOW 1.6
36						1.30	12.45	12.05PM		s 8.26		7.21	6.59	s 2.43			s 10.26		f 7.56	6.06	746.8	DN **CANBY** 0.5
75 Y						1.31	12.46	12.07		8.27		7.22	7.00	2.44			**10.27**		7.57	6.07	747.3	FLANDER 2.8
4						1.40	1.00	12.25		f 8.32		7.27	7.06	s 2.50			f 10.33		8.04	6.14	750.1	NEW ERA (Spur) 0.7
64 P						**2.24**	1.05	12.28		f **8.38**		7.28	7.08	f 2.52			10.35		8.05	6.16	750.8	COALCA 2.1
31 P						2.30	1.15	12.40		8.42		7.32	7.12	2.56			10.39		8.10	6.22	752.9	PULP 2.6
41 PW						2.40	**2.15**	1.00		s 8.48		7.37	s 7.20	s 3.02			s 10.47		s **8.18**	6.28	755.5	DN OREGON CITY 0.6
I																					756.1	W. V. S. CROSSING 1.2
5								1.20		8.53		7.42	7.25	f 3.07			10.52		8.23	6.34	757.3	PARK PLACE (Spur) 2.7
57 P						2.50	2.30	**2.01**		s 9.00		7.48	7.32	s 3.14			f 10.59		f **8.32**	6.41	760.0	CLACKAMAS 1.0
9																					761.0	HASKELL 3.1
48 P						3.00	2.50	2.10		9.06		7.55	7.39	f 3.21			11.06		8.39	6.50	764.1	EAST MILWAUKIE 1.1
P	11.30PM				3.25PM	3.05	2.55	2.14	4.20AM	9.08		7.57	7.41	3.23		2.36PM	11.08		8.41	6.52	765.2	**WILLSBURG JCT.** 1.7
Yard WFTOP	11.35PM				3.30PM	3.15PM	3.05PM	2.20PM	4.30AM	9.13		**8.04**	7.45	3.28		2.41	11.13		**8.47**	6.57	766.9	DNR **BROOKLYN** 2.3
I										9.22		8.13	**7.55**	3.37		2.50	11.22		8.57	7.06	769.2	CLAY STREET 0.5
										s 9.25		s 8.18	s 8.00	s 3.41		s 2.54	s 11.25		s 9.01	s 7.10	769.7	EAST MORRISON ST. 1.3
I										s 9.35PM		s 8.30PM	s 8.15PM	s 3.55PM		s 3.10PM	s 11.35AM		s 9.15AM	s 7.20AM	771.0	DNR **PORTLAND**
	Ar. Daily Ex. Sunday	Arrive Tues. Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(110.4)
	(0.05) 20.40	(0.05) 14.40	(2.15) 13.47	(0.05) 14.40	(0.05) 20.40	(3.00) 10.57	(7.00) 10.85	(8.40) 12.26	(0 10) 10.20	(4.12) 26.29	(0.03) 24.00	(3.30) 31.54	(4.15) 25.98	(4.20) 25.48	(0.03) 24.00	(0.34) 10.24	(2.35) 21.85	(0.03) 24.00	(4.03) 27.25	(4.10) 26.50		..................Time over District ....Average speed per hour

Auto. Blk. (South Salem – Fair Grounds)

Automatic Block Signals (Hubbard – Portland)

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 54, 16, 28, 18, 24, 14 and 12 are superior to Nos. 79, 141, 25, and 29; No. 142 is superior to Nos. 23, 15, and 17. See page 20 for additional trains between Salem and Lemrock. Main Line first class trains are superior to Falls City Branch first class trains. Fall City Branch first class trains may run ahead of delayed Main Line first class trains between Salem and Lemrock without orders to do so.

No. 16 will stop to discharge passengers from west of Eugene. No. 14 will stop to discharge passengers from west of Eugene and Yaquina Branch. Nos. 18 and 24 stop Brooklyn to detrain employees. No. 54 will stop at Woodburn and Oregon City to discharge passengers from west of Ashland and Coos Bay line. Nos. 28 and 142 will reduce speed, passing telegraph office, Brooklyn, sufficiently to permit company mail exchange.

PORTLAND SUBDIVISION
WESTWARD

Time Table No. 102

July 2, 1922

					FIRST CLASS											SECOND CLASS								
				Distance from Portland	53	79	23	141	25	15	17	29	11	27	13	237	243	259	85	225	231	227	221	233
					Oregonian	Albany Salem Passenger	Portland Eugene Passenger	Portland Tillamook Passenger	Albany Lebanon Passenger	California Express	Portland Roseburg Passenger	Albany Brownsville Passenger	The Shasta	Portland Salem Passenger	SanFrancisco Express	Local Freight	Local Freight	Local Freight	Mixed	Local Freight	Local Freight	Local Freight	Portland Fast Freight	Local Freight
		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Monday	Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Saturday
	DNR	**JUNCTION CITY**	3.8	110.4	s 5.02AM		s 11.55AM			s **12.45**PM	s 6.05PM		7.25PM		s 11.30PM			9.00AM					3.05AM	
		VIRGIL (Spur)	0.7	106.6																				
	D	HARRISBURG	3.1	105.9	f 4.53		s **11.46**			12.36	s 5.56		7.16		11.21			8.45					2.55	
		ALFORD (Spur)	2.5	102.8	4.48		f 11.39			12.31	f 5.49		7.10		11.15			8.20					2.47	
		FOLK	3.1	100.3	4.44		11.34			12.27	**5.44**		7.06		11.11			8.10					2.42	
	D	HALSEY	5.2	97.2	4.39		s 11.29			12.21	s 5.39		7.00		11.05			8.00					2.35	
	DN	SHEDD	5.6	92.0	4.30		s 11.19			**12.11**	s **5.30**		6.51		10.56			7.40					2.20	
		TANGENT	5.1	86.4	4.20		s 11.09			12.01PM	s 5.14		6.42		10.47			**7.15**					2.05	
	R	**ALBANY JCT.**	1.2	81.3	4.11	6.23AM	11.00		11.03AM	11.53AM	5.03	5.38PM	6.35		10.39		6.35AM	7.04	8.50AM				1.50	
	DNR	**ALBANY**	4.5	80.1	s **4.08**	6.20AM	s 10.57		11.00AM	s 11.50	s **5.00**	5.35PM	s **6.32**		s 10.36		6.30AM	7.00AM	8.45AM			4.00PM	1.45	
		MILLERSBURG	4.1	75.6	3.40		f 10.45			11.36	f 4.35		6.23		10.21							3.45	1.05	
	D	JEFFERSON	4.7	71.5	3.33		s 10.39			11.30	s 4.28		6.17		f 10.15							3.30	12.55	
	DN	MARION	6.5	66.8	3.25		s 10.31			11.23	s 4.18		**6.11**		f 10.08							2.50	12.43	
	D	TURNER	1.2	60.3	3.15		s 10.20			11.13	s 4.05		5.59		f 9.57							2.10	12.23AM	
	☎	CRANDALL	1.4	59.1																				
		STATE SCHOOL (No Siding)	4.1	57.7	3.09		f 10.14			11.08	s 3.58		5.54		f 9.52									
Auto.Blk.		SOUTH SALEM	0.8	53.6	3.02		10.07			11.02	3.49		**5.48**		9.46							**1.24**	11.58PM	
	DNR	**SALEM**	0.6	52.8	s 3.00		s 10.05			s 11.00	s 3.44		s 5.46	s 7.05PM	s 9.44							1.15	11.55	
		LEMROCK	1.5	52.2	2.49		9.58			10.51	3.37		5.38	7.03	9.35							1.05	11.41	
		FAIR GROUNDS	3.0	50.7	2.46		f **9.55**			10.48	f 3.34		5.35	f 7.00	9.32							1.00	11.37	
		CHEMAWA	3.6	47.7	2.41		f 9.50			10.43	s 3.29		5.31	s 6.56	f 9.27							12.50	11.30	
		BROOKS	5.2	44.1	2.35		f **9.43**			**10.38**	f 3.22		5.26	f **6.50**	f 9.20							12.30	11.22	
	D	GERVAIS	2.4	38.9	2.27		s **9.34**			**10.30**	s 3.13		5.18	s 6.35	f 9.12							12.01PM	11.10	
		SOUTH WOODBURN	0.7	36.5	2.23		9.29			10.26	3.07		5.15	**6.29**	9.08							11.35AM	11.03	
	DNR	**WOODBURN**	3.6	35.8	s 2.21		s 9.27			s 10.24	s 3.05		5.13	s 6.26	s 9.06					9.45AM		**11.30**	11.00	
Automatic Block Signals	D	HUBBARD	2.8	32.2	2.13		s 9.19			10.15	s 2.50		5.07	f 6.18	8.58					9.37		**11.05**	10.42	
		HITO	1.6	29.4	2.08		9.12			**10.10**	2.44		5.03	6.11	8.54					9.30		10.50	10.35	
	D	AURORA	2.0	27.8	2.05		s 9.09			10.06	s 2.41		5.00	f 6.08	8.51					9.25		10.40	10.30	
		BARLOW	1.6	25.8	2.01		f 9.05			10.02	s **2.36**		4.57	f 6.04	8.48					9.20		10.32	10.25	
	DN	**CANBY**	0.5	24.2	f 1.59		s **9.02**			f 9.59	s 2.33		4.55	s 6.01	f 8.46					**9.02**		10.28	10.21	
		FLANDER	2.8	23.7	1.58		9.00			9.58	2.31		4.54	5.59	8.45					8.48		**10.27**	10.20	
		NEW ERA (Spur)	0.7	20.9	1.53		f 8.55			9.53	f 2.26		4.49	f 5.54	8.40					8.40		10.16	10.10	
		COALCA	2.1	20.2	1.51		f 8.53			9.52	f **2.24**		4.48	5.52	**8.38**					8.35		10.14	10.08	
		PULP	2.6	18.1	1.47		8.49			9.48	2.20		4.45	5.48	8.34					8.30		10.09	10.03	
	DN	OREGON CITY	0.6	15.5	s 1.42		s 8.44			s 9.43	s **2.15**		4.40	s 5.43	s 8.29					**8.18**		10.03	9.55	
		W. V. S. CROSSING	1.2	14.9																				
		PARK PLACE (Spur)	2.7	13.7	1.34		8.36			9.34	2.05		4.34	f 5.35	8.21					7.50		9.57	9.45	
		CLACKAMAS	1.0	11.0	1.30		s **8.32**			9.30	s **2.01**		4.30	f 5.31	f 8.17					7.40		9.50	9.35	
		HASKELL	3.1	10.0																				
		EAST MILWAUKIE	1.1	6.9	1.24		8.24			9.24	f 1.54		4.24	5.24	8.10					7.25		9.38	9.23	
		WILLSBURG JCT.	1.7	5.8	1.22		8.22	8.33AM		9.22	1.52		4.22	5.22	8.08	2.05AM				7.20	8.52AM	9.35	9.20	11.57PM
	DNR	**BROOKLYN**	2.3	4.1	1.18		8.18	8.29		9.18	1.48		4.18	5.18	**8.04**	2.00AM				7.15AM	**8.47**AM	9.30AM	9.15PM	11.50PM
		CLAY STREET	0.5	1.8	1.09		8.09	8.19		9.09	1.39		4.09	5.09	**7.55**									
		EAST MORRISON ST.	1.3	1.3	1.08		s 8.08	s 8.18		s 9.08	s 1.38		s 4.08	s 5.08	s 7.53									
	DNR	**PORTLAND**		0.0	1.00AM		8.00AM	8.10AM		9.00AM	1.30PM		4.00PM	5.00PM	7.45PM									
		110.4			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat	Leave Daily Ex. Monday	Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Saturday
		Time over District..............................			(4.02)	(0.03)	(3.55)	(0.23)	(0.03)	(3.45)	(4.35)	(0.03)	(3.25)	(2.05)	(3.45)	(0.05)	(0.05)	(2.00)	(0.05)	(2.30)	(0.05)	(6.30)	(5.50)	(0.07)
		Average speed per hour..............................			27.37	24.00	28.19	15.13	24.00	29.44	24.00	24.00	32.02	25.34	29.44	20.40	14.40	15.15	14.40	12.76	20.40	11.69	18.93	14.57

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Nos. 54, 16, 28, 18, 24, 14 and 12 are superior to Nos. 79, 141, 25 and 29; No. 142 is superior to Nos. 23, 15 and 17. See page 20 for additional trains between Lemrock and Salem. Main Line first class trains are superior to Falls City Branch first class trains. Falls City Branch first class trains may run ahead of delayed Main line first class trains between Salem and Lemrock without orders to do so.

No. 23 stop State Street Salem. Nos. 17 and 141 will stop on signal at Brooklyn to pick up or discharge shipments of company material and mail. No. 15 stop to detrain passengers from Molalla Branch.

PORTLAND SUBDIVISION—Woodburn Springfield Branch

EASTWARD

Time Table No. 102

July 2, 1922

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, and Turning Stations.		SECOND CLASS			FIRST CLASS								Distance from San Francisco				
		98	86	242	84	70	68	90	66	62	64	82					
		Mixed	Mixed	Local Freight	Albany Brownsville Passenger	Motor	Salem Woodburn Motor	Albany Lebanon Passenger	Motor	Albany Salem Passenger	Motor	Brownsville Albany Passenger					
		Leave Tues., Thurs., & Sat	Leave Mon., Wed., & Fri.	Leave Tues., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				STATIONS	
27	WOYP	11.45AM											645.0	DR		SPRINGFIELD	
													645.1		0.1	E.-S. CROSSING	
11		f 11.57AM											648.9		3.8	ARMITAGE	(Spur)
3													650.5		1.6	CHESTNUT	
15		s 12.10PM											652.4		1.9	COBURG	
6		f 12.23											656.5		4.1	WILKINS	(Spur)
8		f 12.35											660.3		3.8	PRICEBORO	(Spur)
13		f 12.46											663.6		3.3	ROWLAND	
4		f 12.59											667.6		4.0	TWIN BUTTES	(Spur)
20	WTP	s 1.20										6.00AM	672.0	DR	4.4	**BROWNSVILLE**	
3		f 1.27										f 6.06	674.3		2.3	LINN	(Spur)
14		s 1.40										s 6.17	678.3		4.0	PLAINVIEW	
14		1.52										6.28	682.4		4.1	LOWSON	
16	YP	s 1.57	9.20AM	7.15AM	5.59PM			11.24AM		6.45AM		s 6.35	684.8	R	2.4	**TALLMAN**	
14		f 2.07	f 9.22	7.18	f 6.02			f 11.27		f 6.47		f 6.37	685.5		0.7	IRVINVILLE	
30		f	f		f			f		f		f	687.9		2.4	CALAHAN	(Spur)
24	WP	s 2.22PM	s 9.32AM	7.40	s 6.15PM			s 11.39AM		s 7.00		s 6.44AM	688.5	DR	0.6	**LEBANON**	
14				8.10						f 7.10			692.8		4.3	BREWSTER	
15				8.25						f 7.15			694.9		2.1	GRIGGS	
10													696.5		1.6	BALM	(Spur)
12				8.40						s 7.22			697.4		0.9	CRABTREE	
9				8.50						f 7.25			698.7		1.3	GAINES	(Spur)
7										f 7.29			700.6		1.9	GILKEY	
17				9.15						s 7.38			702.9	D	2.3	WEST SCIO	
	WPY			9.25						s 7.45			704.7	R	1.8	**SHELBURN**	
13				9.35						f 7.50			706.9		2.2	NORTH SANTIAM	(M. C. Beh. Cag.)
13				9.50						s 7.56			708.3		1.4	WEST STAYTON	
5										f			709.9		1.6	SHAFF	(Spur)
9	W			10.10						s 8.07			712.1		2.2	AUMSVILLE	
27				10.25						s 8.15			715.0		2.9	SHAW	
14				10.40						f 8.20			717.4		2.4	MACLEAY	
	Y			10.50AM		4.10PM	1.19PM		8.30AM	s 8.25AM			719.4	R	2.0	**GEER**	
4													720.6		1.2	DURBIN	(Spur)
20						f 4.17	f 1.26		f 8.37				721.3		0.7	PRATUM	
10						f 4.21	f 1.30		f 8.41				723.0		1.7	SWITZERLAND	(Spur)
17	WY					4.31 s 5.45	s 1.39		s 8.55		6.50AM		727.3	DR	4.3	**SILVERTON**	
4						f	f		f		f		728.8		1.5	ABIQUA	
17						f 5.50	f 1.44		f 9.00		f 6.55		729.6		0.8	DOWNS	(Spur)
29						s 5.55	s 1.49		s 9.06		s 7.01		731.5	D	1.9	MT. ANGEL	
8						f 5.58	f 1.52		f 9.09		f 7.04		732.6		1.1	BARON	(Spur)
17						f 6.01	f 1.55		s 9.12		s 7.07		733.7		1.1	McKEE	
4						f 6.05	f 1.59		f 9.16		f 7.11		735.1		1.4	TOWNSEND	(Spur)
Yard	WYFP					s 6.15	s 2.07PM		s 9.25AM		s 7.20AM		737.9	DNR	2.8	**WOODBURN**	
		Arrive Tues., Thurs., & Sat.	Arrive Mon., Wed., & Fri.	Arrive Tues. Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(92.9)	
		(2.37)	(0.12)	(3 35)	(0.16)	(0.51)	(0.48)	(0.15)	(0.55)	(1.40)	(0.30)	(0.44)				..........Time over District	
		16.62	18.50	9.66	13.88	21.77	23.12	14.80	20.18	20.76	21.20	22.50				..........Average speed per hour	

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 62 is superior to No. 81; No 64 is superior to No. 63; No. 66 is superior to No. 65; No. 68 is superior to No. 67; No. 70 is superior to No. 69; No. 82 is superior to No. 81; No. 84 is superior to No. 83; No. 90 is superior to No. 89; No. 98 is superior to No. 87; No. 86 is superior to Nos. 241 and 97.

ADDITIONAL FLAG STOPS: Best, M.P. 658.9; Crocus, M.P. 665.8; Glasser, M.P. 680.8, Went, M.P. 682.9; M. P. 706.2; Selah, M.P. 724.2; Scandia, M.P. 725.5.

PORTLAND SUBDIVISION—Woodburn Springfield Branch

WESTWARD

	Time Table No. 102 July 2, 1922		Distance from Woodburn	FIRST CLASS								SECOND CLASS		
				81 Brownsville Albany Passenger	63 Motor	65 Woodburn Salem Motor	89 Lebanon Albany Passenger	67 Motor	61 Salem Albany Passenger	69 Motor	83 Albany Brownsville Passenger	97 Mixed	241 Local Freight	87 Mixed
	STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.	Arrive Mon., Wed., Fri.	Arrive Tues., Thur., Sat.
DR	**SPRINGFIELD**		92.9									s 12.20PM		
	E.-S. CROSSING	0.1	92.8											
	ARMITAGE (Spur)	3.8	89.0									f 12.08PM		
	CHESTNUT	1.6	87.4											
	COBURG	1.9	85.5									s 11.57AM		
	WILKINS (Spur)	4.1	81.4									f 11.42		
	PRICEBORO (Spur)	3.8	77.6									f 11.29		
	ROWLAND	3.3	74.3									f 11.17		
	TWIN BUTTES (Spur)	4.0	70.3									f 11.04		
DR	**BROWNSVILLE**	4.4	65.9								s 7.05PM	s 10.50		
	LINN (Spur)	2.3	63.6								f 6.56	f 10.35		
	PLAINVIEW	4.0	59.6								s 6.45	s 10.23		
	LOWSON	4.1	55.5								6.35	10.08		
R	**TALLMAN**	2.4	53.1	s 7.15AM			s 11.53AM		s 5.45PM		s 6.29	s 10.00	10.30AM	s 2.43PM
	IRVINVILLE	0.7	52.4	f 7.12			f 11.51		f 5.43		f 6.27	f 9.54	10.25	f 2.40
	CALAHAN (Spur)	2.4	50.0	f			f		f		f	f		f
DR	**LEBANON**	0.6	49.4	7.00AM			11.44AM		s 5.36		6.20PM	9.40AM	10.15	2.30PM
	BREWSTER	4.3	45.1						f 5.22				9.30	
	GRIGGS	2.1	43.0						f 5.17				9.20	
	BALM (Spur)	1.6	41.4											
	CRABTREE	0.9	40.5						s 5.11				9.10	
	GAINES (Spur)	1.3	39.2						f 5.08				9.03	
	GILKEY	1.9	37.3						f 5.04					
D	WEST SCIO	2.3	35.0						s 4.58				8.50	
R	**SHELBURN** (MCBch.Cag.)	1.8	33.2						s 4.52				8.40	
	NORTH SANTIAM	2.2	31.0						f 4.46				8.30	
	WEST STAYTON	1.4	29.6						s 4.42				8.25	
	SHAFF (Spur)	1.6	28.0						f					
	AUMSVILLE	2.2	25.8						s 4.32				8.07	
	SHAW	2.9	22.9						s 4.21				7.25	
	MACLEAY	2.4	20.5						s 4.13				7.10	
R	**GEER**	2.0	18.5		s 8.20AM	s 10.20AM		s 4.00PM	4.05PM				7.00AM	
	DURBIN (Spur)	1.2	17.8											
	PRATUM	0.7	16.6		s 8.15	s 10.15		s 3.55						
	SWITZERLAND (Spur)	1.7	14.9		f 8.11	f 10.11		f 3.51						
DR	**SILVERTON**	4.3	10.6		s 8.00	s 10.00		s 3.40		s 7.05PM				
	ABIQUA	1.5	9.1		f	f		f		f				
	DOWNS (Spur)	0.8	8.3		f 7.53	f 9.53		f 3.32		f 6.58				
D	MT. ANGEL	1.9	6.4		f 7.50	s 9.50		s 3.28		s 6.54				
	BARON (Spur)	1.1	5.3		f 7.45	f 9.45		f 3.24		f 6.49				
	McKEE	1.1	4.2		f 7.41	f 9.41		s 3.21		s 6.46				
	TOWNSEND (Spur)	1.4	2.8		f 7.37	f 9.37		f 3.17		f 6.42				
DNR	**WOODBURN**	2.8	0.0		7.30AM	9.30AM		3.10PM		6.35PM				
	(92.9)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.	Leave Mon., Wed., Fri.	Leave Tues., Thur., Sat.
	Time over District....................			(0.15)	(0.50)	(050)	(0.09)	(0.50)	(1.40)	(0.30)	(0.45)	(2.40)	(3.30)	(0.13)
	Average speed per hour....................			14.80	22.20	22.20	24.67	22.20	20.76	21.20	22.00	16.31	9.89	17.10

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72). Exceptions: No. 62 is superior to No. 81; No. 64 is superior to No. 63; No. 66 is superior to No. 65; No. 68 is superior to No. 67; No. 70 is Superior to No. 69; No. 82 is superior to No. 81; No. 84 is superior to No. 83; No. 90 is superior to No. 89; No. 98 is superior to No. 87; No. 86 is superior to Nos. 241 and 97.

ADDITIONAL FLAG STOPS: Best, M.P. 658.9; Crocus, M.P. 665.8; Glasser, M.P. 680.8; Went, M.P. 682.9; M.P. 706.2; Selah, M.P. 724.2; Scandia, M.P. 725.5.

PORTLAND SUBDIVISION—Wendling Branch

Capacity of Passing Sidings in cars and location of Scales, Water, Feul, Telephone and Turning Stations.	EASTWARD SECOND CLASS	Distance from San Francisco		Time Table No. 102	Distance from Mohawk Jct.	WESTWARD SECOND CLASS
	246			July 2, 1922		245
	Mixed					Mixed
	Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday
30 PT	12.01PM	662.4	DR	**WENDLING**	15.8	10.45AM
				2.7		
	12.10	659.7		HYLAND (Spur)	13.1	10.30
				1.1		
45 WP	12.40	658.6	D	MARCOLA	12.0	10.20
				3.6		
8	12.55	655.0		DONNA	8.4	10.00
				2.0		
3	1.05	653.0		SPORES (No Siding)	6.4	9.50
				1.5		
33	1.15	651.5		YARNELL	4.9	9.45
				2.2		
6	1.30	649.3		HENDRICKS	2.7	9.30
				2.7		
	1.45PM	646.6		**MOHAWK JCT.**	0.0	9.20AM
	Arrive Daily Ex. Sunday			15.8		Leave Daily Ex. Sunday
	(1.44)			Time over District		(1.25)
	9.12			Average speed per hour		11.15

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

PORTLAND SUBDIVISION—Tallman Branch

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	EASTWARD SECOND CLASS		FIRST CLASS			Distance from San Francisco		Time Table No. 102	Distance from Albany Jct.	WESTWARD FIRST CLASS			SECOND CLASS	
	88	244	80	26	30			July 2, 1922		79	25	29	243	85
	Mixed	Local Freight	Salem Albany Passenger	Lebanon Albany Passenger	Brownsville Albany Passenger					Albany Salem Passenger	Albany Lebanon Passenger	Albany Brownsville Passenger	Local Freight	Mixed
	Leave Tues. Thurs. Sat.	Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri
16 YP	2.45PM	10.35AM	5.46PM	11.54AM	7.16AM	697.3	R	**TALLMAN**	7.6	s 6.44AM	s 11.23AM	s 5.58PM	7.05AM	s 9.18AM
								0.9						
	f 2.48	10.38	f	f	f	696.4		CRANOR (No Siding)	6.7	f	f	f	7.01	f 9.15
								1.0						
14	f 2.51	10.43	f **5.52**	f 11.59AM	f 7.21	695.4		GOLTRA	5.7	f 6.39	f 11.17	f **5.52**	6.58	f 9.11
								1.7						
11	f 2.56	10.50	f 5.56	f 12.03PM	f 7.25	693.7		FRY	4.0	f 6.35	f 11.13	f 5.48	6.52	f 9.05
								2.2						
11	f 3.03	**11.08**	f 6.01	f 12.08	f 7.30	691.5		FROMAN	1.8	f 6.30	f **11.08**	f 5.43	6.45	f 8.58
								1.8						
P	3.08PM	11.13AM	6.05PM	12.13PM	7.35AM	689.7	R	**ALBANY JCT.**	0.0	6.25AM	11.04AM	5.39PM	6.36AM	8.52AM
	Arrive Tues., Thurs., Sat.	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily			(7.6)		Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Mon., Wed., Fri.
	(0.23)	(0.38)	(0.19)	(0.19)	(0 19)			Time over District		(0.19)	(0.19)	(0.19)	(0.29)	(0.26)
	19.83	12.00	23.01	23.01	23.01			Average speed per hour		23.01	23.01	23.01	15.72	17.54

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 80 is superior to No. 29.

PORTLAND SUBDIVISION—Oakridge Branch

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	EASTWARD SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 102	Distance from Springfield Jct.	WESTWARD FIRST CLASS	SECOND CLASS	
	246	98				July 2, 1922			245	97
	Mixed	Mixed							Mixed	Mixed
	Leave Daily Ex. Sunday	Leave Tues., Thur., Sat.				STATIONS			Arrive Daily Ex. Sunday	Arrive Mon., Wed., Fri.
Yard WYP		8.00AM		684.1	DR	**OAKRIDGE**	40.1			s 5.30PM
						5.1				
71		f 8.19		679.0		LOOKOUT	35.0			f 5.10
						5.4				
71		f 8.39		673.6		LAWLER	29.6			f 4.40
						1.1				
22 P		s 8.43		672.5		EULA	28.5			s 4.35
						3.8				
71		f 8.57		668.7		RESERVE	24.7			f 4.20
						2.3				
4		f		666.4		SIGNAL (Spur)	22.4			f
						0.7				
4		s		665.7		LANDAX (Spur)	21.7			s
						1.9				
71 WP		s 9.15		663.8		CARTER	19.8			s 3.55
						2.5				
39 P		s 9.35		661.3		LOWELL	17.3			s 3.40
						2.2				
71		f 9.52		659.1		PENGRA	15.1			f 3.20
						2.9				
9		s 10.08		656.2		FALL CREEK (Spur)	12.2			s 2.55
						1.7				
71		f 10.15		654.5		HILLS	10.5			f 2.35
						1.8				
36 P		s 10.25		652.7		JASPER	8.7			f 2.25
						0.6				
13				652.1		JASPER SPUR	8.1			
						1.6				
12		s 10.45		650.5		NATRON	6.5			s 2.05
						1.3				
60				649.2		BOTSFORD (Spur)	5.2			
						2.1				
		f 11.00		647.1		DOUGLAS (No Siding)	3.1			f 1.56
						0.5				
	1.45PM	f 11.09		646.6		**MOHAWK JCT.**	2.6		9.20AM	f 1.55
						1.4				
27 WOY	**1.50**	s 11.15AM		645.2	DR	**SPRINGFIELD**	1.2		9.15	**1.50PM**
						1.2				
Y	2.04PM			644.0	R	**SPRINGFIELD JCT.**	0.0		8.11AM	
	Arrive Daily Ex. Sunday	Arrive Tues., Thur., Sat.				(40.1)			Leave Daily Ex. Sunday	Leave Mon., Wed., Fri.
	(0.19)	(3.15)				Time over District			(1.09)	(3.40)
	8.21	11.97				Average speed per hour			2.26	10.94

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

PORTLAND SUBDIVISION—Geer Branch

Capacity of Passing Sidings in cars and location of Water, Fuel, Telephone and Turning Stations.	EASTWARD SECOND CLASS	FIRST CLASS		Distance from San Francisco		Time Table No. 102	Distance from Geer	WESTWARD FIRST CLASS		SECOND CLASS
	248	68	74			July 2, 1922		73	65	247
	Local Freight	Salem Woodburn Motor	Salem Albany Passenger					Albany Salem Passenger	Woodburn Salem Motor	Local Freight
	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Ar. Tues., Thurs., Sat.
Yard PWYF	6.30AM	1.00PM	3.45PM	726.2	DNR	**SALEM**	6.8	s 8.50AM	s 10.40AM	11.25AM
						3.6				
25	6.45	f 1.10	f 3.55	722.6		LACHMUND	3.2	f 8.40	f 10.29	11.10
						3.2				
24 Y	6.55AM	s 1.18PM	s 4.03PM	719.4	R	**GEER**	0.0	8.32AM	10.21AM	11.00AM
	Ar. Mon., Wed., Fri.	A rrive Daily	Arrive Daily			(6.8)		Leave Daily	Leave Daily	Lv. Tues., Thurs., Sat.
	(0.25)	(0.18)	(0.18)			Time over District		(0.18)	(0.19)	(0.25)
	16.32	22.67	22.67			Average speed per hour		22.67	21.47	16.32

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

ADDITIONAL FLAG STOPS: Yeoman, M.P. 721.1; Gesner, M. P. 723.6

PORTLAND SUBDIVISION—Molalla Branch

Capacity of Passing Sidings in cars and location of scales, water, fuel and Turning Stations	EASTWARD FIRST CLASS			Distance from San Francisco		Time Table No. 102	Distance from Canby	WESTWARD FIRST CLASS		
			56			July 2, 1922		55		
			Mixed					Mixed		
			Leave Daily Ex. Sunday			STATIONS		Arrive Daily Ex. Sunday		
Yard WF			8.40AM	757.6	DR	**MOLALLA**	10.8	s 3.55PM		
						3.0				
12			s 8.53	754.6		**LIBERAL**	7.8	s 3.40		
						0.1				
				754.5		W. V. S. CROSSING	7.7			
						2.3				
27			f 9.05	752.2		RAMES	5.4	f 3.25		
						0.9				
4			f	751.3		SCOTT (Spur)	4.5	f		
						0.5				
8				750.8		PLATT (Spur)	4.0			
						1.2				
8			f 9.20	749.6		KRAFT (Spur)	2.8	f 3.15		
						2.8				
46			s 9.30AM	746.8	DR	**CANBY**	0.0	3.05PM		
			Arrive Daily Ex. Sunday			10.8		Leave Daily Ex. Sunday		
			(0.50)			Time over District		(0.50)		
			12.96			Average speed per hour		12.96		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOP: Patrol M. P. 752.9.

PORTLAND SUBDIVISION—Yaquina Branch

	EASTWARD							WESTWARD		
Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 102 July 2, 1922.	Distance from Albany	FIRST CLASS	SECOND CLASS	
	274	264	402					401	273	263
	Local Freight	Local Freight	Passenger					Passenger	Local Freight	Local Freight
	Leave Mon. Wed. & Fri.	Leave Tues. Thur.& Sat.	Leave Daily			STATIONS		Arrive Daily	Arrive Tues. Thur.& Sat.	Arrive Mon. Wed. & Fri.
Yard PWTF		7.00AM	12.20PM	774.3	DR	**YAQUINA**	83.4	s 5.25PM		1.30PM
33			f12.26	772.3		2.0 OYSTERVILLE	81.4	f 5.15		
			f12.35	769.4		2.9 MOODY (No Siding)	78.5	f 5.03		
4				766.6		2.8 ALTREE (Spur)	75.7			
30 P		7.40	s12.50	765.6	D	1.0 TOLEDO	74.7	s 4.49		12.50
			f 1.08	759.3		6.3 STORRS (No Siding)	68.4	f 4.21		
6		8.20	s 1.17	756.5		2.8 ELK CITY (Spur)	65.6	s 4.11		12.15PM
16		8.32	f 1.26	753.8		2.7 MORRISON (Spur)	62.9	f 4.00		11.55AM
13 P		8.45	s 1.35	750.6		3.2 CHITWOOD	59.7	s 3.48		11.35
8 P		9.20	s 1.50	745.2		5.4 EDDYVILLE	54.3	s 3.33		11.10
11		9.45	s 2.06	738.9		6.3 NORTONS (Spur)	48.0	s 3.17		10.40
33 PWT		10.15	s 2.23	733.7		5.2 NASHVILLE	42.8	s 3.02		10.15
36 P		10.50	s **2.45**	728.5	D	2.5 SUMMIT	37.6	s **2.45**		9.00
6				727.2		1.3 CAIN (Spur)	36.3			
3				726.2		1.0 BUTLER (Spur)	35.3			
9			f 2.55	726.0		0.2 DEVITT	35.1	f 2.35		
6			2.58	724.8		1.2 CONGER	33.9	2.31		
12		11.40AM	s 3.04	723.2		1.6 BLODGETT	32.3	s 2.27		8.30
4 W			f 3.08	722.0		1.2 ALDER (Spur)	31.1	f 2.22		
10			f 3.19	718.4		3.6 HARRIS	27.5	f 2.11		
3				717.2		1.2 RUSSELL (Spur)	26.3			
20		12.05PM	s 3.28	715.9		1.3 WRENS	25.0	s 2.03		7.45
3		12.25	f 3.45	710.3		5.6 NOON (Spur)	19.4	f 1.47		
4				709.4		0.9 FLYNN	18.5			
21 PW		12.50	s 3.55	708.8	D	0.9 PHILOMATH	17.9	s 1.42		7.20
6				706.0		2.8 CONROY (Spur)	15.1			
Yard PWYF	2.30PM	**1.25**	s **4.25**	703.2	DR	2.8 **CORVALLIS**	12.3	s **1.25**	6.50AM	7.00
P	2.40	1.35	s 4.28	702.2		1.0 **CORVALLIS JCT.**	11.3	s 1.11	6.40	6.40
25 P	3.00	2.00	f 4.38	697.1		5.1 (W.S.Bch.Crsg.) GRANGER	6.2	f 1.01	6.23	6.23
2			f 4.47	692.6		4.5 NORTH ALBANY (Spur)	1.7	f12.52		
				691.5		1.1 O. E. CROSSING	0.6			
YardWTYOF	3.30PM	2.30PM	s 4.55PM	690.9	DNR	0.6 **ALBANY**	0.0	12.45PM	6.00AM	6.00AM
	Arrive Mon. Wed. & Fri.	Arrive Tues. Thur.& Sat.	Arrive Daily			(83.4)		Leave Daily	Leave Tues. Thur.& Sat.	Leave Mon. Wed. & Fri.
	(1.00)	(7.30)	(4.35)			Time over District		(4.40)	(0.50)	(7.30)
	12.30	11.14	18.19			Average speed per hour		17.96	14.76	11.12

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See page 18 for additional trains between Corvallis and Corvallis Jct. **Additional Flag Stops Burpee M.P. 762 F.**

PORTLAND SUBDIVISION—Mill City Branch

	EASTWARD								WESTWARD			
Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephones and Turning Stations.	SECOND CLASS		FIRST CLASS		Distance from San Francisco		Time Table No. 102 July 2, 1922.	Distance from Albany	FIRST CLASS		SECOND CLASS	
	266	268	444	442					441	443	265	267
	Local Freight	Mixed	Passenger	Passenger					Passenger	Passenger	Local Freight	Mixed
	Leave Daily Ex. Sunday	Lv. Daily Ex. Sunday	Leave Daily	Leave Daily			STATIONS		Ar. Daily	Ar. Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
30 W					750.0	R	**IDANHA**	59.1				
5					748.7		1.3 WEATBERY (Spur)	57.8				
					748.2		0.5 HOOVER (No Siding)	57.3				
16					746.6		1.6 LARSON	55.7				
28 TP		10.00AM			745.9	DR	0.7 DETROIT	55.0				s 5.25PM
10		f10.10			744.1		1.8 BREITENBUSH (Spur)	53.2				f 5.15
		f			743.4		0.7 BERRY (No Siding)	52.5				f
15		10.30			740.8		2.6 HALLS	49.9				f 4.55
10		f			740.1		0.7 GRANITE MOUNTAIN	49.2				f
22		f			738.0		2.1 ENDER (Spur)	47.1				f
4 P		f11.05			733.8		4.2 NIAGARA (Spur)	42.9				f 4.10
		f			731.4		2.4 MINTO (No Siding)	40.5				f
2					730.3		1.1 SCHROEDER	39.4				
24 P		s11.35			729.5		0.8 GATES	38.6				s 3.45
33 W. YP	1.00PM	s11.50AM	3.40PM	6.35AM	726.6	DR	2.9 MILL CITY	35.7	s3.20PM	s6.30PM	11.30AM	3.30PM
9	1.15		s3.50	s6.45	723.6		3.0 GOOCH (Spur)	32.7	s3.04	s6.13	11.15	
5	1.20		f3.54	f6.49	722.5		1.1 FOX VALLEY (Spur)	31.6	f3.00	f6.09	11.00	
17 WP	1.35		s4.03	s6.58	719.3		3.2 LYONS	28.4	s2.48	s5.57	10.45	
20 Y			f	f	718.7		0.6 MILLWOOD	27.8	s	f		
4	**2.28**		f4.13	f7.08	715.4		3.3 WILLIAMS (Spur)	24.5	s**2.28**	f5.37		
14 P	2.50		s4.27	s7.22	710.9		4.5 KINGSTON	20.0	s2.10	s5.19	10.00	
3					709.8		1.1 REMINGTON	18.9				
			f4.32	f7.27	709.2		0.6 LEFFLER (No Siding)	18.3	f2.02	f5.11		
WPY	3.00		s4.50PM	s7.45	705.0	R	4.2 **SHELBURN**	14.1	s1.46	4.55PM	9.15	
24	3.10			s7.55	702.6		2.4 (W. S.Bch. Crsg.) MUNKERS	11.7	f1.35		8.55	
5	3.20			s8.04	700.3		2.3 THOMAS (Spur)	9.4	f1.28		8.40	
10					699.6		0.7 SOUTH SANITIAM (Spur)	8.7				
5	3.35			f**8.22**	697.4		2.2 BUSSARD (Spur)	6.5	f1.19		**8.22**	
3					692.4		5.0 WENTWORTH (Spur)	1.5				
Yard WTYOF	4.10PM			s8.45AM	690.9	DNR	1.5 **LBANY**	0.0	1.00PM		7.45AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Ar. Daily	Ar. Daily			59.1		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.10)	(1.50)	(1.10)	(2.10)			Time over District		(2.20)	(1.35)	(3.45)	(1.55)
	11.27	11.78	18.51	16.48			Average speed per hour		15.30	13.64	9.52	11.27

Westward trains are superior to trains of the same class in the opposite direction (See Rule 72).

ADDITIONAL FLAG STOPS: Knox Butte, M. P. 695.4, Renner, M. P. 698.7, South Santiam, M. P. 699.6, Livesay 728.2.

EASTWARD — MARSHFIELD SUBDIVISION—Coos Bay Line — WESTWARD

Time Table No. 102

July 2, 1922

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone, and Turning Stations.		SECOND CLASS 274 Mixed Leave Mon., Wed., Fri	SECOND CLASS 292 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 502 Passenger Leave Daily	FIRST CLASS 504 Passenger Leave Mon., Wed., Fri.	Distance from Eugene		STATIONS	Distance from San Francisco	FIRST CLASS 501 Powers Portland Passenger Arrive Daily	FIRST CLASS 503 Passenger Arrive Tues. Thurs., Sat.	SECOND CLASS 273 Mixed Arrive Tues., Thurs., Sat.	SECOND CLASS 291 Local Freight Arrive Daily Ex. Monday
Yard	WFP			7.45AM	1.00AM	0.0	DNR	**EUGENE** 1.1	647.3	s 4.45PM	s 12.01AM		
30	WFYP	7.00AM	6.30AM	7.50	1.05	1.1	R	BLAIR 0.9	648.4	4.30	11.48PM	2.00PM	2.30PM
						2.0		O. E. CROSSING 0.5	649.3				
23	P					2.5		SENECA 1.4	649.8				
	P	7.10AM	6 40	s 8.00	1.14	3.9	R	**TRANSFER** 0.4	651.2	s 4.16	s 11.38	1.45PM	2.12
66			6.42	8.01	1.15	4.3		DANEBO 4.3	651.6	4.15	11.37		2.10
13				f 8.11	1.28	8.6		JETSON (Spur) 1.6	655.9	4.00	11.26		
4			7.10	f 8.13	f 1.33	10.2		MAYWOOD (Spur) 1.6	657.5	f 3.56	f 11.22		
6						11.8		CARDIFF 1.4	659.1				
40	P		7.25	s 8.22	s 1.43	13.2		VENETA 2.5	660.5	s 3.47	s 11.14		1.00
12			7.33	f 8.28	f 1.48	15.7		ELRUS (Spur) 1.3	663.0	f 3.39	f 11.07		12.45
7				f	f 1.52	17.0		SAILOR (Spur) 1.0	664.3	f	f		
40	WP		7.39	s 8.37	s 1.55	18.0	D	NOTI 3.0	665.3	s 3.32	s 11.00		12.20PM
5			7.49	f 8.46	f 2.04	21.0		VAUGHN (Spur) 3.2	668.3	f 3.21	f 10.50		
10			7.59	f 8.56	f 2.13	24.2		FLAGG 1.2	671.5	f 3.11	f 10.40		11.55AM
5				f	f	25.4		PENN 1.4	672.7	f	f		
4			8.06	9.03	2.22	26.8		CRAM (Spur) 0.6	674.1	3.05	10.34		11.40
11				f	f	27.4		MEREDITH 1.2	674.7	f	f		
32	WP		8.11	s 9.08	f 2.28	28.6		WALTON 0.7	675.9	s 3.01	10.30		11.30
7				f	f	29.3		SHANNON 2.4	676.6	f	f		
6				f	f	31.7		GLOBE 3.1	679.0	f	f		
				f 9.22	f 2.46	34.8		AUSTA (No Siding) 1.9	682.1	f 2.47	f 10.17		
11				f	f	36.7		LINSLAW 1.0	684.0	f	f		
66	P		8.33	f 9.29	f 2.55	37.7		RICHARDSON 3.1	685.0	f 2.41	f 10.10		11.00
				f 9.36	f 3.08	42.3		BEECHER (No Siding) 5.7	688.1	f 2.30	f 10.02		
52	WP		8.55	s 9.50	f 3.20	46.5		NEKOMA 3.3	693.8	s 2.17	f 9.50		10.20
66			9.03	s 9.58	f 3.32	49.8		SWISSHOME 3.5	697.1	s 2.07	f 9.43		9.58
16			9.12	f 10.08	f 3.42	53.3		RAINROCK 4.7	700.6	f 1.56	f 9.34		9.41
63	P		9.29	s 10.20	s 3.56	58.0	D	MAPLETON 5.0	705.3	s 1.44	s 9.25		9.29
8			9.49	f 10.32	f 4.11	63.0		BECK (Spur) 2.1	710.3	f 1.32	f 9.11		9.13
5			9.59	f 10.40	f 4.17	65.1		BETZEN (Spur) 2.6	712.4	f 1.27	f 9.06		9.08
66	W		10.46	f 10.46	f 4.25	67.7		WENDSON 1.3	715.0	f 1.21	f 9.00		9.00
9	P		11.31	s 11.00	s 4.30	69.0	D	CUSHMAN 1.7	716.3	s 1.14	s 8.55		8.55
24	P		11.55AM	f 11.05	f 4.38	70.7		SIBOCO 3.3	718.0	f 1.02	f 8.49		8.40
26	W		12.10PM	f 11.15	f 4.46	74.0		CANARY (Spur) 3.7	721.3	f 12.53	f 8.41		8.30
15			12.43	s 11.25	f 4.56	77.7		SILTCOOS 2.2	725.0	s 12.43	f 8.33		8.20
12			12.55	s 11.30	f 5.03	79.9		ADA (Spur) 1.1	727.2	s 12.37	f 8.27		8.10
45	P		1.05	f 11.35	f 5.07	81.0		BOOTH 4.5	728.3	f 12.33	f 8.24		8.05
17			1.25	s 11.45	f 5.20	85.5		KROLL 2.2	732.8	s 12.21	f 8.13		7.50
18	W		1.40	11.51AM	5.27	87.7		BRENHAM 3.8	735.0	12.15	8.07		7.40
45	TP		2.05	s 12.05PM	s 5.38	91.5		GARDINER 1.3	738.8	s 12.05	s 7.58		7.25
15	P		2.30PM	s 12.09PM	s 5.46AM	92.8	DR	**REEDSPORT**	740.1	12.01PM	7.50PM		7.15AM
		Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Mon., Wed., Fri.			(92.8)		Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thurs., Sat.	Leave Daily Ex. Monday
		(0.10)	(8.00)	(4.24)	(4.46)			Time over District		(4.44)	(4.11)	(0.15)	(7.15)
		16.80	11.60	21.09	16.32			Average speed per hour		19.61	22.18	11.20	12.80

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72.)

EASTWARD — MARSHFIELD SUBDIVISION—Coos Bay Line — WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS	FIRST CLASS			Distance from Eugene		Time Table No. 102 July 2, 1922		Distance from San Francisco	FIRST CLASS			SECOND CLASS
	294	502	506	504						501	505	503	293
	Local Freight	Passenger	Passenger	Passenger						Powers Portland Passenger	Passenger	Passenger	Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Mon.Wed.Fri.			**STATIONS**			Arrive Daily	Arrive Daily	Arrive Mon.Wed.Fri.	Arrive Daily Ex. Sunday
15 P	4.00PM	12.15PM		5.48AM	92.8	DR	**REEDSPORT**	4.1	740.1	s 11.55AM		s 7.45PM	11.59PM
		f 12.23		f 6.00	96.9		SCHOOL (No Siding)	1.0	744.2	f 11.45		f 7.33	
35	4.20	f 12.26		f 6.03	97.9		THARP	3.1	745.2	f 11.43		f 7.30	11.29
14					101.0		MINARD (Spur)	0.7	748.3				
	4.35	f 12.35		f 6.12	101.7		BUFO (Spur)	3.1	749.0	f 11.32		f 7.17	11.16
65 WP	5.00	s 12.46		s 6.22	104.8	D	LAKESIDE	3.2	752.1	s 11.25		s 7.10	11.05
20					108.0		NEAL	2.0	755.3				
	5.20	f 1.00		f 6.36	110.0		BUTTERFIELD (No Siding)	2.0	757.3	f 11.16		f 6.59	10.35
15	5.30	s 1.05		f 6.41	112.0		HAUSER	2.5	759.3	s 11.10		f 6.55	10.30
9					114.5		ROGERS (Spur)	1.2	761.8				
65	5.45	f 1.14		f 6.51	115.7		COOS	2.6	763.0	f 11.02		f 6.47	10.20
64 OP	**6.35**	s 1.25	7.55AM	s 7.03	118.3	DR	NORTH BEND	2.8	765.6	s 10.50	5.00PM	s **6.35**	10.00
		s 1.40	8.10	s 7.15	121.1		CENTRAL AVENUE (No Siding)	0.5	768.4	s 10.35	s 4.50	s 6.20	
Yard WYFP	7.00PM	s 2.05	s 8.13	s 7.20AM	121.6	DNR	**MARSHFIELD**	1.0	768.9	s 10.30	s 4.45	6.05PM	9.00PM
P					122.6	R	MILL SPUR	0.6	769.9				
21		2.10	8.18		123.2		McCORMAC	0.8	770.5	10.16	4.37		
5		f 2.12	f 8.20		124.0		CLEO	2.1	771.3	f 10.14	f 4.35		
8		f 2.18	f 8.26		126.1		HAYDEN	0.5	773.4	f 10.08	f 4.29		
5					126.6		INLET	4.6	773.9				
60 P		f 2.31	f 8.39		131.2		OVERLAND	2.3	778.5	f 9.55	f 4.16		
PW		s 2.37	s 8.45		133.5		**BEAVER HILL JCT.** (Spur)	3.7	780.8	s 9.49	s 4.10		
28		2.47	f 8.55		137.2		CEDAR POINT	0.5	784.5	f 9.39	f 4.00		
24		2.49	8.57		137.7		CUNNINGHAM	0.8	785.0	9.37	3.58		
11 WP		s 3.00	s 9.05		138.5	D	COQUILLE	2.8	785.8	s 9.35	s 3.56		
		f 3.09	f 9.14		141.3		JOHNSON (No Siding)	2.0	788.6	f 9.26	f 3.47		
6		3.15	**9.21**		143.3		MINEOLA	1.2	790.6	**9.21**	3.42		
		f 3.21	f 9.26		144.5		NORWAY (No Siding)	0.9	791.8	f 9.17	f 3.39		
4					145.4		YORK	2.0	792.7				
26 TP		s **3.31**	s 9.40		147.4	D	**MYRTLE POINT**	1.7	794.7	s 9.09	s **3.31**		
4		f	f		149.1		ESTABROOK (Spur)	3.3	796.4	f	f		
		f 3.50	f 9.55		152.4		BROADBENT (Spur)	2.4	799.7	f 8.50	f 3.11		
60 P		f 3.58	f 10.02		154.8		WARNER	1.2	802.1	f 8.42	f 3.03		
					156.0		EMMONS (Spur)	1.8	803.3				
60					157.8		COLBY	2.5	805.1				
60 P		f 4.18	f 10.20		160.3		GAYLORD	5.8	807.6	f 8.23	f 2.47		
Yard WTP		s 4.45PM	s 10.45AM		166.1	DR	**POWERS**		813.4	8.05AM	2.30PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Mon.Wed.Fri.			(73.3)			Leave Daily	Leave Daily	Leave Mon.Wed.Fri.	Leave Daily Ex. Sunday
	(3.00) 9.60	(4.30) 16.28	(2.50) 16.87	(1.32) 18.78			..............Time over District.......... ....Average speed per hour..........			(3.50) 19.12	(2.30) 19.12	(1.40) 17.28	(2.59) 9.65

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 506 is superior to No. 505; No. 294 is superior to No. 293.

ADDITIONAL FLAG STOPS: Willard M. P. 747.3; Saunders Lake M. P. 756.2; Millington M. P. 770.7; Davis Slough M. P. 775; Merchant M. P. 777.1; Coaledo M. P. 779.6; Smith Powers Camp No. 6 M. P. 803.8; Carman M. P. 805.8; Regal M. P. 806.3; M. P. 809; Fensler M. P. 810.3.

PORTLAND SUBDIVISION—Newberg Branch

EASTWARD

Time Table No. 102

July 2, 1922

FIRST CLASS

Capacity of Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	324	322	360	320	318	352	316	314	142	358	312	310	354	308	306	356	304	302	Distance from San Francisco		STATIONS
	Cook Electric	Cook Electric	East Side Electric	Cook Electric	Cook Electric	East Side Electric	Oswego Electric	Oswego Electric	Tillamook Portland Passenger	McMinnville Electric	Cook Electric	Oswego Electric	East Side Electric	Oswego Electric	Cook Electric	McMinnville Electric	Cook Electric	Cook Electric			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily			
PYE			6.28PM			3.25PM				1.01PM			8.42AM			5.46AM			738.0	R	**ST. JOSEPH**
19 PE			s 6.31			s 3.28				s 1.04			s 8.45			s 5.48			739.5	D	1.5 LAFAYETTE
			6.35			f 3.31				f 1.07			f 8.49			f 5.52			741.4		1.9 OAK LAWN (No Siding)
10 PE			s 6.36			s 3.33				s 1.09			s 8.50			s 5.53			742.1	D	0.7 DAYTON
			6.39			f 3.35				f 1.11			f 8.52			f 5.55			743.4		1.3 CRAWFORD (No Siding)
14 PE			f 6.43			s 3.39				s 1.15			s 8.56			s 5.59			746.1		2.7 DUNDEE
PE			6.47			3.43				1.18			**9.00**			6.03			748.3		2.2 FIRST ST. (S. L. Co. Csg.)
PE			s 6.52			s 3.50				s 1.21			s 9.05			s 6.06			748.7 748.5	D	0.4 NEWBERG
PE			**6.57**			3.53				1.24			9.08			6.09			749.3 749.1		0.6 MERIDIAN
15 PWE			7.00			s 3.56				s 1.27			s 9.11			s 6.12			750.8		1.5 SPRINGBROOK
3																			751.7		0.9 WEB (Spur)
13 PE			7.06			s 4.02				f 1.33			s 9.17			f 6.18			753.0		1.3 REX
12 PE			7.09			f 4.05				f 1.36			f 9.20			f 6.21			754.3		1.3 CHEHALEM
11 E			7.10			f 4.06				f **1.37**			f 9.21			f 6.22			754.7		0.4 VOTAW
7			f 7.13			s 4.10				s 1.40			s 9.24			s 6.25			756.1		1.4 MIDDLETON (Spur)
25 PE			s 7.17			s 4.15				s 1.43			s 9.28			s 6.29			757.6	D	1.5 SHERWOOD
5			7.20			f 4.18				f 1.46			f 9.31			f 6.32			759.5		1.9 CIPOLE
7			7.22			f 4.20				f 1.48			f 9.33			f 6.34			760.5		1.0 HERRMAN (Spur)
20 PE			s 7.24			s 4.23				s 1.50			s **9.35**			s 6.37			762.0		1.5 TUALATIN
						f				f			f			f			762.4		0.4 GALBREATH (No Siding)
PYWE	10.45PM	8.55PM	s 7.28	7.15PM	5.47PM	s 4.28			2.16PM	s **1.55**	1.10PM		s 9.40		7.40AM	s 6.42	6.00AM	12.05AM	764.0	R	1.6 **COOK**
51 E	f 10.46	f 8.56	f 7.29	f 7.16	f 5.48	f 4.29			2.17	f 1.57	f 1.11		s 9.41		f 7.41	f 6.43	f 6.01	f 12.06	764.5		0.5 BRYANT
	f	f	f	f	f	f				f	f		s		f	f	f	f	765.0		0.5 LAKE GROVE (No Siding)
	f	f	f	f	f	f			f	f	f		f		f	f	f	f	765.4		0.4 GOODIN (No Siding)
30 PE	s 10.55	s 9.05	s 7.38	s 7.25	s 5.57	s 4.38	4.22PM	2.40PM	s 2.24	s 2.07	s 1.21	10.20AM	s 9.51	8.35AM	s 7.50	s 6.53	s 6.07	s 12.13	767.8	DNR	2.4 **OSWEGO**
P	f 10.56	f 9.06	7.39	f 7.26	f 5.58	4.39	f 4.23	f 2.41	2.25PM	f 2.08	f 1.22	f 10.21	9.52	f 8.36	f 7.51	f 6.54	f 6.08	f **12.14**	768.1		0.3 **WILSONIA** (No Siding
W	f	f		f	f		f	f		f	f	f		f	f	f	f	f	768.6		0.5 BRIARWOOD (No Siding)
	f 10.58	f 9.08	7.40	f 7.28	f 6.00	4.40	f 4.25	f 2.43		f 2.10	f 1.24	f 10.23	9.53	f 8.38	f 7.53	f 6.56	f 6.10	f 12.16	768.8		0.2 ROCK SPUR (No Siding)
P	f 11.00	f 9.10	7.41	f 7.30	f 6.01	4.41	f 4.26	f 2.45		f 2.12	f 1.26	f 10.25	9.55	f 8.40	f 7.54	f 6.59	f 6.12	f 12.18	769.4		0.6 ELK ROCK (No Siding)
	f	f		f	f		f	f		f	f	f		f	f	f	f	f	769.6	Automatic Block	0.2 RIVERWOOD (No Siding)
4 PE	f 11.01	f 9.11	7.42	f 7.31	f **6.04**	4.42	f 4.27	f 2.46		f 2.13	f 1.27	f 10.26	9.56	f 8.41	f 7.55	f 7.00	f 6.13	f 12.19	769.9		0.3 RIVERA
	f 11.02	f 9.12	7.43	f 7.32	f 6.05	4.43	f 4.28	f 2.47		f 2.14	f 1.28	f 10.27	9.57	f 8.42	f 7.56	f 7.01	f 6.14	f 12.20	770.1		0.2 RIVERDALE (No Siding)
	f 11.03	f 9.13	7.44	f 7.33	f 6.06	4.44	f 4.29	f 2.48		f 2.15	f 1.29	f 10.28	9.58	f 8.43	f 7.57	f 7.02	f 6.15	f 12.21	770.4		0.3 EWAHWE (No Siding)
18 PE	f 11.05	f 9.15	7.46	f 7.35	f 6.08	**4.50**	f 4.31	f 2.50		f **2.18**	f **1.35**	f **10.30**	10.00	f 8.45	f **8.00**	f **7.05**	f 6.17	f 12.23	771.3		0.9 CEMETERY
	f 11.06	f 9.16	7.47	f 7.37	f 6.09	4.51	f 4.32	f 2.51		2.19	f 1.36	f 10.33	10.01	f 8.46	f 8.01	f 7.07	f 6.18	f 12.24	771.9		0.6 FULTON (No Siding)
2	f 11.07	f 9.17	7.48	f 7.38	f 6.10	4.52	f 4.33	f 2.52		2.20	f 1.37	f 10.34	10.02	f 8.47	f 8.02	f 7.08	f 6.19	f 12.25	772.3		0.4 SOUTHERN PORTLAND (Spur)
6	f	f		f	f		f	f			f	f		f	f		f	f	772.6		0.3 JONES (Spur)
10 E	f 11.09	f 9.19	7.50	f 7.40	f 6.13	4.53	f 4.36	f 2.54		2.22	f 1.39	f 10.36	10.04	f 8.49	f 8.04	f 7.11	f 6.21	f 12.27	773.1		0.5 ZIMMERMAN (Spur)
6	f 11.10	f 9.20	7.51	f 7.41	f 6.14	f 4.55	f 4.37	f 2.55		f 2.23	f 1.40	f 10.37	10.05	f 8.50	f 8.05	f 7.12	f 6.22	f 12.28	773.3		0.2 MULBOX (Spur)
11 PE	f 11.11	f 9.21	7.53	f 7.43	f 6.15	4.56	f 4.39	f 2.57		f 2.25	f 1.42	f 10.39	10.07	f 8.52	f 8.07	f 7.14	f 6.24	f 12.29	774.1		0.8 TURNTABLE
Yard PE	s 11.15	s 9.25	s 7.56	s 7.46	s 6.19	s 5.00	s **4.43**	s 3.00		s 2.28	s 1.45	s 10.42	s 10.12	s 8.55	s **8.11**	s 7.18	s 6.28	s 12.32	774.8	D	0.7 **JEFFERSON ST.**
	s 11.18	s 9.28	s 8.00	s 7.49	s 6.22	s 5.03	s 4.46	s 3.03		s 2.31	s 1.48	s 10.45	s 10.15	s 8.58	s 8.15	s 7.21	s 6.31	s 12.35	775.1		0.3 **4TH & JEFFERSON STS.**
	s 11.22	s 9.32	s 8.05	s 7.53	s 6.26	s 5.08	s 4.51	s 3.07		s 2.36	s 1.52	s 10.49	s 10.20	s 9.02	s 8.20	s 7.25	s 6.35	s 12.39	775.6		0.5 **STARK ST.** (City Sta.)
	s 11.23PM	s 9.33PM	8.06	s 7.54PM	s 6.27PM	5.09	s 4.52PM	3.08		2.37	s 1.53PM	10.50	10.21	s 9.03AM	8.21	7.26	6.36	12.40	775.8		0.2 **ANKENY ST.**
PEI			s 8.15PM			s **5.15PM**		s 3.15PM		s 2.45PM		s **11.00AM**	s 10.30AM		s 8.30AM	s 7.35AM	s 6.45AM	s 12.50AM	776.2	DNR	0.4 **PORTLAND**
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily			(38.2)
	(0.38) 18.63	(0.38) 18.63	(1.45) 21.82	(0.39) 18.15	(0.40) 18.30	(1.50) 20.83	(0.30) 16.00	(0.35) 13.71	(0.09) 25.33	(1.44) 22.03	(0.43) 16.47	(0.40) 12.60	(1.48) 21.22	(0.28) 17.10	(0.50) 14.64	(1.49) 21.02	(0.45) 16.27	(0.45) 16.27			..........Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See pages 16 and 17 for additional trains between Portland and 4th and Jefferson Sts. See page 14 for additional trains between Wilsonia and St. Joseph. All trains stop for passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland, and on Flag at Jean M. P. 763.5, Pacific College, and Main St., Newberg; No. 354 stops all stations Oswego to Jefferson Street to detrain passengers. No. 142 will stop at Bryant, and Goodin to detrain passengers from West of Cook.

E—Electrified sidings.

PORTLAND SUBDIVISION—Newberg Branch

WESTWARD

Time Table No. 102

July 2, 1922.

FIRST CLASS

STATIONS		Distance from Portland	301	303	351	305	141	307	355	309	359	311	313	353	315	357	317	319	321	323
			Cook Electric	Cook Electric	East Side Electric	Oswego Electric	Portland Tillamook Passenger	Oswego Electric	McMinnville Electric	Cook Electric	East Side Electric	Oswego Electric	Oswego Electric	East Side Electric	Cook Electric	McMinnville Electric	Cook Electric	Cook Electric	Cook Electric	Cook Electric
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
R ST. JOSEPH		38.2			s 9.22AM				s 11.54AM		s 2.51PM			s 6.09PM		s 7.22PM				
D LAFAYETTE	1.5	36.7			s 9.19				s 11.50		s 2.48			s 6.06		s 7.19				
OAK LAWN (No Siding)	1.9	34.8			f 9.14				f 11.46		2.44			f 6.02		f 7.15				
D DAYTON	0.7	34.1			s 9.13				s 11.45		s 2.43			s 6.01		s 7.14				
CRAWFORD (No Siding)	1.3	32.8			f 9.10				f 11.42		2.41			f 5.58		f 7.11				
DUNDEE	2.7	30.1			s 9.05				s 11.38		f 2.37			s 5.54		s 7.07				
FIRST ST. (S. L. Co. Cag.)	2.2	27.7 27.9			**9.00**				**11.34**		2.33			5.50		7.03				
D NEWBERG	0.4	27.5 27.5			s 8.58				s 11.32		s 2.31			s 5.48		s 7.01				
MERIDIAN	0.6	26.9			8.52				11.28		2.27			5.42		**6.57**				
SPRINGBROOK	1.5	25.4			s 8.50				s 11.25		2.25			s 5.40		s 6.53				
WEB (Spur)	0.9	24.5																		
REX	1.3	23.2			s 8.43				f 11.18		2.18			s 5.33		f 6.46				
OHEHALEM	1.3	21.9			f 8.40				f 11.14		2.15			f 5.30		f 6.43				
VOTAW	0.4	21.5			f 8.39				f 11.13		2.14			f 5.29		f 6.42				
MIDDLETON (Spur)	1.4	20.1			s 8.36				s 11.09		2.11			s 5.26		s 6.39				
D SHERWOOD	1.5	18.6			s 8.33				s 11.05		s **2.08**			s 5.23		s 6.36				
CIPOLE	1.9	16.7			f 8.28				f 11.01		2.04			f 5.18		f 6.31				
HERRMAN	1.0	15.7			f 8.26				f 10.59		2.02			f 5.16		f 6.29				
TUALATIN	1.5	14.2			s 8.24				s 10.57		s 2.00			s 5.14		s 6.27				
GALBREATH (No Siding)	0.4	13.8			f				f					f		f				
R **COOK**	1.6	12.2	s 5.58AM	s 7.25AM	s 8.20		s 8.54AM		s 10.53	s 12.50PM	s **1.55**			s 5.10	s 5.45PM	s 6.23	s 7.05PM	s 8.35PM	s 10.40PM	s 11.59PM
BRYANT	0.5	11.7	f 5.57	f 7.24	f 8.18		f 8.53		f 10.51	f 12.49	f 1.53			s 5.08	f 5.44	f 6.21	f 7.04	f 8.34	f 10.39	f 11.58
LAKE GROVE (No Siding)	0.5	11.2	f	f	f		f		f	f	f			s	f	f	f	f	f	f
GOODIN (No Siding)	0.4	10.8	f	f	f		f		f	f	f			f	f	f	f	f	f	f
DNR **OSWEGO**	2.4	8.4	s 5.49	s 7.17	s 8.10	s 8.30AM	s 8.45	s 9.35AM	s 10.41	s 12.40	s 1.45	s 2.30PM	s 4.20PM	s 5.00	s 5.36	s 6.12	s 6.56	s 8.26	s 10.31	s 11.51
WILSONIA (No Siding)	0.3	8.1	f 5.47	f 7.15	8.07	f 8.29	8.43AM	f 9.34	f 10.39	f 12.39	1.43	f 2.29	f 4.19	4.57	f 5.34	f 6.10	f 6.54	f 8.24	f 10.29	f 11.49
BRIARWOOD (No Siding)	0.5	7.6	f	f		f		f	f	f		f	f		f	f	f	f	f	f
ROCK SPUR (No Siding)	0.2	7.4	f 5.45	f 7.13	8.05	f 8.27		f 9.32	f 10.37	f 12.36	1.41	f 2.27	f 4.17	4.55	f 5.32	f 6.07	f 6.52	f 8.22	f 10.27	f 11.47
ELK ROCK (No Siding)	0.6	6.8	f 5.44	f 7.10	8.04	f 8.25		f 9.30	f 10.35	f 12.34	1.40	f 2.24	f 4.15	4.54	f 5.31	f 6.05	f 6.51	f 8.21	f 10.26	f 11.46
RIVERWOOD (No Siding)	0.2	6.6	f	f		f		f	f	f		f	f		f	f	f	f	f	f
RIVERA	0.3	6.3	f 5.43	f 7.09	8.03	f 8.24		f 9.29	f 10.34	f 12.33	1.39	f 2.23	f 4.14	4.53	f 5.30	f **6.04**	f 6.50	f 8.20	f 10.25	f 11.45
RIVERDALE (No Siding)	0.2	6.1	f 5.42	f 7.08	8.02	f 8.23		f 9.28	f 10.33	f 12.32	1.38	f 2.22	f 4.13	4.52	f 5.29	f 6.03	f 6.49	f 8.19	f 10.24	f 11.44
EWAHWE (No Siding)	0.3	5.8	f 5.41	f 7.07	8.01	f 8.22		f 9.27	f 10.32	f 12.31	1.37	f 2.21	f 4.12	4.51	f 5.28	f 6.02	f 6.48	f 8.18	f 10.23	f 11.43
CEMETERY	0.9	4.9	f 5.39	f **7.05**	**8.00**	f 8.20		f 9.25	f **10.30**	f 12.29	**1.35**	f **2.18**	f 4.10	**4.50**	f 5.26	f 6.00	f 6.46	f 8.16	f 10.21	f 11.41
FULTON (No Siding)	0.6	4.3	f 5.38	f 7.02	7.59	f 8.19		f 9.24	f 10.28	f 12.28	1.34	f 2.15	f 4.09	4.49	f 5.24	5.59	f 6.45	f 8.15	f 10.20	f 11.40
SOUTHERN PORTLAND (Spur)	0.4	3.9	f 5.37	f 7.01	7.58	f 8.18		f 9.23	f 10.27	f 12.27	1.33	f 2.14	f 4.08	4.48	f 5.23	5.58	f 6.44	f 8.14	f 10.19	f 11.39
JONES (Spur)	0.3	3.6	f	f		f		f	f	f		f	f		f		f	f	f	f
ZIMMERMAN (Spur)	0.5	3.1	f 5.35	f 6.58	7.56	f 8.16		f 9.21	f 10.25	f 12.25	1.31	f 2.11	f 4.06	4.46	f 5.21	5.56	f 6.42	f 8.12	f 10.17	f 11.37
MULBOX (Spur)	0.2	2.9	f 5.34	f 6.57	7.55	f 8.15		f 9.20	f 10.24	f 12.24	1.30	f 2.10	f 4.05	4.45	f 5.20	f 5.55	f 6.41	f 8.11	f 10.16	f 11.36
TURNTABLE	0.8	2.1	f 5.33	f 6.55	7.54	f 8.13		f 9.18	f 10.23	f 12.23	1.28	f 2.08	f 4.03	4.44	f 5.18	5.53	f 6.40	f 8.10	f 10.15	f 11.35
D **JEFFERSON ST.**	0.7	1.4	s 5.31	s 6.52	s 7.53	s **8.11**		s 9.16	s 10.21	s 12.21	s 1.26	s 2.05	s 4.01	s **4.43**	s 5.16	s 5.51	s 6.38	s 8.08	s 10.13	s 11.33
4TH & JEFFERSON STS.	0.3	1.1	f 5.28	f 6.48	f 7.48	f 8.08		f 9.13	f 10.18	f 12.18	f 1.23	f 2.00	f 3.58	f 4.38	f 5.13	f 5.48	f 6.35	f 8.05	f 10.10	f 11.30
STARK ST. (City Stn.)	0.5	0.6	s 5.25	s 6.45	s 7.45	s 8.05		s 9.10	s 10.15	s 12.15	s 1.20	s 1.57	s 3.55	s 4.35	s 5.10	s 5.45	s 6.32	s 8.02	s 10.07	s 11.27
ANKENY ST.	0.2	0.4	5.23	6.43AM	7.43	8.03		9.08AM	10.13	12.13	1.18	1.55PM	3.53	4.33	5.08PM	**5.43**	6.30PM	8.00PM	10.05PM	11.25PM
DNR **PORTLAND**	0.4	0.0	5.20AM		7.40AM	8.00AM			10.10AM	12.10PM	1.15PM		3.50PM	4.30PM		5.40PM				
(38.2)			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Time over District			(0.38)	(0.42)	(1.42)	(0.30)	(0.11)	(0.27)	(1.44)	(0.40)	(1.36)	(0.35)	(0.30)	(1.39)	(0.37)	(1.42)	(0.35)	(0.35)	(0.35)	(0.34)
Average speed per hour			19.26	16.86	22.47	16.80	22.36	17.80	22.03	18.30	23.23	13.71	16.80	23.15	19.13	22.47	20.91	20.91	20.91	21.53

Automatic Block

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). See pages 16 and 17 for additional trains between Portland and 4th and Jefferson Sts. See page 14 for additional trains between Wilsonia and St. Joseph. All trains stop for passengers at Flanders, Burnside, and Salmon Sts., Portland, and on flag at Jean M. P. 763.5, Pacific College, and Main St., Newberg.

E—Electrified sidings.

EASTWARD PORTLAND SUBDIVISION—Newberg Branch WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			Distance from San Francisco		Time Table No. 102 July 2, 1922.	Distance from Portland	SECOND CLASS		
	238 Local Freight Leave Daily Ex. Sunday	232 Local Freight Leave Daily Ex. Sunday	234 Local Freight Leave Daily Ex. Monday			STATIONS		233 Local Freight Arrive Daily Ex. Sunday	237 Local Freight Arrive Daily Ex. Sunday	231 Local Freight Arrive Daily Ex. Saturday
PYE		10.30AM		738.0	R	**ST. JOSEPH** 1.5	38.2			12.30PM
19 PE		10.35		739.5	D	LAFAYETTE 1.9	36.7			12.25
		10.40		741.4		OAK LAWN (No Siding) 0.7	34.8			12.17
10 PE		10.45		742.1	D	DAYTON 1.3	34.1			12.15
		10.50		743.4		CRAWFORD (No Siding) 2.7	32.8			12.05PM
14 PE		11.10		746.1		DUNDEE 2.2	30.1			11.55AM
PE		11.34AM		748.3		FIRST ST. 0.4 (S. L. Co. Csg.)	27.7 27.9			11.34
PE		12.01PM		748.7 748.5	D	**NEWBERG** 0.6	27.5 27.5			11.30
PE		12.15		749.3 749.1		MERIDIAN 1.5	26.9			10.40
15 PWE		12.30		750.8		SPRINGBROOK 0.9	25.4			10.30
3				751.7		WEB (Spur) 1.3	24.5			
13 PE		12.55		753.0		REX 1.3	23.2			10.17
12 PE		1.05		754.3		CHEHALEM 0.4	21.9			10.12
11 E		1.37		754.7		VOTAW 1.4	21.5			10.10
7		1.46		756.1		MIDDLETON (Spur) 1.5	20.1			10.05
25 PE		2.08		757.6	D	SHERWOOD 1.9	18.6			10.00
5		2.13		759.5		CIPOLE 1.0	16.7			9.43
7		2.15		760.5		HERRMAN (Spur) 1.5	15.7			9.40
20 PE		2.20		762.0		TUALATIN 0.4	14.2			9.35
				762.4	Automatic Block	GALBREATH (No Siding) 1.6	13.8			
PWYE	10.55PM	2.30	3.11AM	764.0	R	**COOK** 0.5	12.2	12.30AM	2.35AM	9.20
51 E	11.00	2.33	3.13	764.5		BRYANT 0.5	11.7	12.29	2.34	9.17
				765.0		LAKE GROVE (No Siding) 2.8	11.2			
30 PE	11.15	2.50	3.44	767.8	DNR	**OSWEGO** 0.3	8.4	12.18	2.23	9.08
P	11.16PM	2.51PM	3.45AM	768.1		**WILSONIA** (No Siding)	8.1	12.14AM	2.19AM	9.07AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday			30.1		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday
	(0.21) 11.71	(4.21) 7.00	(0.34) 7.24			Time over District Average speed per hour		(0.16) 15.37	(0.16) 15.37	(3.23) 8.89

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See pages 12 and 13 for additional trains between Wilsonia and St. Joseph.

E—Electrified sidings.

EASTWARD PORTLAND SUBDIVISION—West Side Branch WESTWARD

Capacity of Passing Sidings in Cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS				Distance from San Francisco		Time Table No. 102 July 2, 1922.	Distance from Portland.	SECOND CLASS			
	238 Local Freight Lv. Daily Ex. Sunday	234 Local Freight Lv. Daily Ex. Sunday	236 Local Freight Leave Tues. Thurs., Sat.	232 Local Freight Leave Tues. Thurs., Sat.			STATIONS		233 Local Freight Ar. Daily Ex. Sunday	237 Local Freight Ar. Daily Ex. Sunday	235 Local Freight Arrive Mon. Wed., Fri.	231 Local Freight Arrive Mon. Wed., Fri.
16 PWYFE			3.35PM	10.00AM	730.7	DR	**WHITESON** 4.2	55.7			10.37AM	1.30PM
8 PWE		8.30PM	3.50PM	10.15	734.9	DR	**McMINNVILLE** 3.1	51.5	7.50AM		10.20AM	1.15
22 PYE		8.47		10.25AM	738.0	R	**ST JOSEPH** 4.2	48.4	7.00			1.00PM
30 PEW		9.05			742.2	D	**CARLTON** 1.7	44.2	6.00			
3					743.9		BATAN (Spur) 1.7	42.5				
20 PE		9.15			745.6		YAMHILL 2.4	40.8	4.45			
14 PE		9.25			748.0		COVE ORCHARD 2.7	38.4	4.15			
11 PE		9.35			750.7		WAPATO (Spur) 2.4	35.7	4.05			
17 PWE		9.45			753.1	D	GASTON 0.7	33.3	3.55			
31 PE		9.50			753.8		**PATTON** 1.1	32.6	3.35			
20		9.55			754.9		SEGHERS (Spur) 2.0	31.5	3.30			
21 PE		10.05			756.9		DILLEY 0.9	29.5	3.25			
E		10.10			757.8		DETOUR 1.2	27.9 28.6	3.20			
10 PE					759.0 758.5	DR	**FOREST GROVE** 1.8	27.2 27.4				
PE		10.30			760.8 760.1		OATCHING 0.9	25.6	2.50			
28 PE		10.45			761.7		CORNELIUS 1.0	24.7	2.45			
					762.7		KILLGORE (No Siding) 0.9	23.7				
3 PE					763.6		JOBE 1.3	22.8				
PE		11.00PM			764.9		RANGE 0.9 (O.E.Crg.)	20.5 21.5	2.35			
Yard PWYFE	9.30PM	12.20AM			765.8 765.2	DNR	**HILLSBORO** 0.8 (O. E. Crossing)	20.2 20.6	2.30	3.45AM		
PE	9.35	12.29			766.6 765.6		**TILLAMOOK JCT.** 1.2	19.8	1.30	3.40		
7 PE					767.8	Auto Blk.	NEWTON (Spur) 1.0	18.6				
					768.8		MATSON (No Siding) 2.1	17.6				
33 PE	9.50	12.45			770.9	R	**REEDVILLE** 1.5	15.5	1.20	3.25		
9 PE					772.4		ALOHA 0.6	14.0				
7 PE					773.0		HUBER 1.1	13.4				
4					774.1		ST. MARYS (Spur) 1.3	12.3				
50 PEI	10.05PM	1.05AM			775.4	DNR	**BEAVERTON**	11.0	1.05AM	3.10AM		
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Tues., Thurs., Sat.	Ar. Tues., Thurs., Sat.			(44.7)		Lv. Daily Ex. Sunday	Lv. Daily Ex. Sunday	Lv. Mon., Wed., Fri.	Lv. Mon., Wed., Fri.
	(0.35) 15.76	(4.35) 9.76	(0.15) 16.80	(0.25) 17.52			Tim over District Average speed per hour		(6.45) 6.00	(0.35) 15.76	(0.17) 14.82	(0.30) 14.60

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See pages 16 and 17 for additional trains between Beaverton and Whiteson. E—Electrified sidings.

EASTWARD PORTLAND SUBDIVISION—Milwaukie Branch WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS			FIRST CLASS	Distance from San Francisco	Time Table No. 102 July 2, 1922.	Distance from Willsburg Jct.	FIRST CLASS	SECOND CLASS		
	238 Local Freight Lv. Daily Ex. Sunday	232 Local Freight Lv. Daily Ex. Sunday	234 Local Freight Lv. Daily Ex. Monday	142 Tillamook Portland Passenger Lv. Daily		STATIONS		141 Portland Tillamook Passenger Arrive Daily	237 Local Freight Ar. Daily Ex. Sunday	231 Local Freight Arrive Daily Ex. Saturday	233 Local Freight Arrive Daily Ex. Sunday
P	11.17PM	2.52PM	3.46AM	2.26PM	768.1	**WILSONIA** (No Siding) 0.9	3.2	8.42AM	2.18AM	9.06AM	12.10AM
37 P	11.21	2.57	3.55	2.29	769.0	MENEFEE 1.1	2.3	8.39	2.14	9.02	12.04
5	11.25	3.15	4.05	s2.32	770.1	MILWAUKIE 1.2	1.2	s 8.37	2.10	8.59	12.01AM
	11.29PM	3.24PM	4.19AM	2.35PM	771.3	**WILLSBURG JCT.**	0.0	8.34AM	2.06AM	8.54AM	11.58PM
	Ar. Daily Ex. Sunday	Ar. Daily Ex. Sunday	Ar. Daily Ex. Monday	Ar. Daily		(3.2)		Leave Daily	Lv. Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily Ex. Saturday
	(0.12) 16.00	(0.32) 6.00	(0.33) 5.82	(0.09) 21.33		Time over District Average speed per hour		(0.08) 24.00	(0.12) 16.00	(0.12) 16.00	(0.12) 16.00

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

EASTWARD PORTLAND SUBDIVISION—Tigard Branch WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	SECOND CLASS		FIRST CLASS	Distance from San Francisco		Time Table No. 102 July 2, 1922.	Distance from Cook	FIRST CLASS	SECOND CLASS	
	238 Local Freight Leave Daily Ex. Sunday	234 Local Freight Leave Daily Ex. Monday	142 Tillamook Portland Passenger Leave Daily			STATIONS		141 Portland Tillamook Passenger Arrive Daily	233 Local Freight Arrive Daily Ex. Sunday	237 Local Freight Arrive Daily Ex. Sunday
50 PE	10.15PM	2.00AM	1.58PM	775.4	DNR	**BEAVERTON** 0.7	7.4	s 9.11AM	1.00AM	3.05AM
				776.1		ELECTRIC SHOPS 0.3	6.7			
14 E			f	776.4		REYNOLDS 1.2	6.4	f		
5 E		2.15	f 2.03	777.6		FANNO (Spur) 0.8	5.2	f 9.06	12.53	2.58
13 E	10.30	2.20	f 2.05	778.4		ROBINSON 0.8	4.4	f 9.04	12.50	2.55
P				779.2		O. E. CROSSING 0.7	3.6			
8 E	10.40	2.30	f 2.09	779.9		TIGARD 2.9	2.9	f 9.01	12.45	2.50
PWYE	10.50PM	2.40AM	s 2.15PM	782.8	R	**COOK**	0.0	8.55AM	12.35AM	2.40AM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			(7.4)		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(0.35) 12.68	(0.40) 11.10	(0.17) 24.80			Time over District Average speed per hour		(0.16) 27.75	(0.25) 17.76	(0.25) 17.76

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: M.P. 781.4. E—Electrified sidings.

PORTLAND SUBDIVISION—Tillamook Branch

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	EASTWARD SECOND CLASS 238 Local Freight Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 254 Local Freight Leave Daily Ex. Sunday	EASTWARD FIRST CLASS 142 Tillamook Portland Passenger Leave Daily	EASTWARD FIRST CLASS 150 Motor Leave Daily	Distance from San Francisco		Time Table No. 102 July 2, 1922. STATIONS	Distance from Hillsboro	WESTWARD FIRST CLASS 141 Portland Tillamook Passenger Arrive Daily	WESTWARD FIRST CLASS 149 Motor Arrive Daily	WESTWARD SECOND CLASS 237 Local Freight Arrive Daily Ex. Sunday	WESTWARD SECOND CLASS 253 Local Freight Arrive Daily Ex. Sunday
75 WP		11.00AM	9.05AM		833.6	D	WHEELER	68.6	s 2.05PM			12.25PM
1			s		833.2		0.4 HALL ST. (Spur)	68.2	s			
13 TP		11.10	s 9.14		831.2		2.0 MOHLER	66.2	s 1.57			12.10PM
			f		829.8		1.4 FOLEY (No Siding)	64.8	f			
12		11.20	f 9.22		828.4		1.4 KNUDSON (Spur)	63.4	f 1.48			11.55AM
			f		826.7		1.7 LYNBROOK (No Siding)	61.7	f			
27 P		**11.35AM**	f 9.31		825.1		1.6 BATTERSON	60.1	f 1.39			**11.35**
			f		822.5		2.6 NEHALEM FALLS (No Siding)	57.5	f			
2			f		821.1		1.4 MAPLES (Spur)	56.1	f			
25		12.10PM	f 9.45		819.8		1.3 RECTOR (Spur)	54.8	f 1.25			11.05
20 P			f		818.9		0.9 WAKEFIELD	53.9	f			
18 P			f		817.2		1.7 SNARK	52.2	f			
38 P		12.40	f 9.58		815.7		1.5 SALMONBERRY	50.7	f 1.12			10.45
22 P			f 10.09		812.3		3.4 PRESTON	47.3	f 1.02			
25 WTP		**12.58**	s **10.15**		811.0	D	1.3 ENRIGHT	46.0	s **12.58**			**10.15**
14		1.30	f 10.34		807.0		4.0 BELDING	42.0	f 12.42			9.40
19 P		2.00	f 10.42		805.1		1.9 MAYO	40.1	f 12.34			9.30
47 WTPF		2.50	s 11.10		800.0	D	5.1 COCHRAN	35.0	s 12.14PM			9.00
9			s		799.3		0.7 DOUTY (Spur)	34.3	s			
12		3.15	f 11.16		798.6		0.7 RELIANCE	33.6	f 11.59AM			8.35
40 P		3.30	f 11.23		796.8		1.8 WEDEBURG	31.8	f 11.53			8.25
10			f		795.5		1.3 FERNWOOD (Spur)	30.5	f			
25		3.50	s 11.32		794.3		1.2 WESTIMBER (Spur)	29.3	s 11.42			8.05
33 WPF	5.30PM	4.00PM	¶ **11.35** 11.50	8.15AM	793.1	DNR	1.2 **TIMBER**	28.1	**11.35** ¶ 11.20	s 6.40PM	7.00AM	8.00AM
13			f	f	792.5		0.6 HULBERT (Spur)	27.5	f	f		
Y	5.38		f 11.55AM	f 8.20	791.6		0.9 CASTOR CREEK	26.6	f 11.12	f 6.28	6.50	
6	6.00		f 12.02PM	f 8.27	789.2		2.4 WALCOTT (Spur)	24.2	f 11.03	f 6.18	6.30	
41 P	**6.15**		s 12.06	f 8.30	788.5		0.7 STRASSEL	23.5	s 11.01	f **6.15**	6.25	
8			f	f	787.2		1.3 FASHION (Spur)	22.2	f	f		
25 P	6.40		s 12.18	s 8.43	784.9	D	2.3 SCOFIELD (Spur)	19.9	s 10.49	s 5.57	6.00	
5	7.00		f 12.26	f 8.54	782.0		2.9 HARES (Spur)	17.0	f 10.36	f 5.45		
30 WYP	7.05		s 12.30	s 8.58	781.2	DN	0.8 BUXTON	16.2	s 10.33	s 5.42	5.35	
20			s 12.37	f 9.04	778.9		2.3 MANNING (Spur)	13.9	s 10.26	f 5.33		
4			f 12.39	f 9.06	778.3		0.6 CARSTENS (Spur)	13.3	f 10.24	f 5.31		
7	7.25		f 12.42	f 9.08	777.4		0.9 THORNBURG	12.4	f 10.22	f 5.28	5.10	
3			f 12.44	f 9.11	776.5		0.9 DAVIES (Spur)	11.5	f 10.20	f 5.26		
38	7.40		s 12.52	s 9.18	774.7	D	1.8 BANKS	9.7	s 10.15	s 5.20	4.55	
45				f	773.8		0.9 **GALES CK. & W. R. JCT.**	8.8		f		
7	7.50		s 12.57	f 9.24	772.5		1.3 ROY (Spur)	7.5	s 10.11	f 5.13	4.35	
25	8.05		f 1.02	f 9.30	770.2		2.3 SCHEFFLIN	5.2	f 10.07	f 5.05	4.25	
3	8.10		f 1.04	f 9.33	769.1		1.1 BAGLEY (Spur)	4.1	f 10.05	f 5.02	4.20	
				f	767.8		1.3 LOWICK (No Siding)	2.8		f		
4					766.4		1.4 MAHAN	1.4				
21 P			s 1.12	s 9.44	765.5		0.9 **MAIN STREET**	0.5	s 10.00	s 4.51		
					765.4		0.1 (W S Bch Cg) O. E. CROSSING	0.4				
Yard WYPF	8.30PM		s 1.20PM	s **9.50AM**	765.0	DNR	0.4 **HILLSBORO**	0.0	**9.50AM**	4.25PM	4.00AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			(68.6)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	(3.00) 9.36	(5.00) 8.10	(4.15) 16.14	(1.35) 17.75			......Time over District...... ......Average speed per hour......		(4.15) 16.14	(2.15) 12.49	(3.00) 8.10	(4.25) 9.16

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	EASTWARD SECOND CLASS 254 Local Freight Leave Daily Ex. Sunday	EASTWARD FIRST CLASS 142 Tillamook Portland Passenger Leave Daily	Distance from San Francisco		Time Table No. 102 July 2, 1922. STATIONS	Distance from Hillsboro	WESTWARD FIRST CLASS 141 Portland Tillamook Passenger Arrive Daily	WESTWARD SECOND CLASS 253 Local Freight Arrive Daily Ex. Sunday
Yard WYFP	8.35AM	7.45AM	855.8	DR	**TILLAMOOK**	90.8	s 3.45PM	4.00PM
15		f	853.3		2.5 JUNO (Spur)	88.3	f	
7	8.50	f 7.56	851.6		1.7 IDAVILLE	86.6	f **3.30**	**3.30**
			851.3		0.3 KELCHES RIVER RY. CSG.	86.3		
12	9.00	s 8.03	849.9	D	1.4 BAY CITY (Spur)	84.9	s 3.22	3.00
		f	847.9		2.0 HOBSONVILLE (No Siding)	82.9	f	
26 W	9.20	f 8.15	846.4		1.5 MIAMI	81.4	f 3.03	2.35
2	9.25	s 8.20	845.2	D	1.2 GARIBALDI (Spur)	80.2	s 2.58	2.30
17	9.30	s 8.25	843.8		1.4 BARVIEW	78.8	s 2.53	2.20
5		f	842.4		1.4 WATSECO	77.4	f	
		f 8.31	841.8		0.6 OCEANLAKE (No Siding)	76.8	f 2.46	
2			841.6		0.2 TWIN ROCKS (Spur)	76.6		
		s 8.33	841.2		0.4 SALTAIR (No Siding)	76.2	s 2.44	
2	9.50	s 8.38	840.7	D	0.5 ROCKAWAY (Spur)	75.7	s 2.42	2.00
2			840.5		0.2 SEAVIEW (Spur)	75.5		
16	9.55	s 8.41	840.0		0.5 LAKE LYTLE	75.0	s 2.36	1.45
1		s 8.43	839.3		0.7 MANHATTAN BEACH (Spur)	74.3	s 2.34	
9		f	838.6		0.7 HADDON	73.6	f	
30	10.10	f 8.50	837.1		1.5 JETTY	72.1	f 2.27	1.30
28 P	10.30	s 8.53	836.5		0.6 BRIGHTON	71.5	s 2.25	1.25
75 WP	10.45AM	s 9.00AM	833.6	D	2.9 WHEELER	68.6	2.15PM	1.00PM
	Arrive Daily Ex. Sunday	Arrive Daily			(22.2)		Leave Daily	Leave Daily Ex. Sunday
	(2.10) 10.24	(1.15) 17.73			......Time over District...... ......Average Speed per Hour......		(1.30) 14.80	(3.00) 7.40

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

PORTLAND SUBDIVISION—West Side Branch

EASTWARD

FIRST CLASS

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.	136 Reedville Electric Leave Daily	118 Hillsboro Electric Leave Daily	360 East Side Electric Lv. Daily	110 McMinnville Electric Leave Daily	134 Reedville Electric Leave Daily Ex. Sunday	132 Reedville Electric Leave Daily Ex. Sunday	102 West Side Electric Leave Daily	130 Forest Grove Electric Leave Daily	352 East Side Electric Leave Daily	108 McMinnville Electric Leave Daily	142 Tillamook Portland Passenger Leave Daily	126 Tillamook Portland Electric Leave Daily	358 McMinnville Electric Leave Daily	128 Forest Grove Electric Leave Daily	354 East Side Electric Leave Daily	104 West Side Electric Leave Daily	106 Forest Grove Electric Leave Daily	122 Reedville Electric Leave Daily	120 Reedville Electric Leave Daily	356 McMinnville Electric Leave Daily	Distance from San Francisco	Time Table No. 102 July 2, 1922. STATIONS
16 PWYFE			6.13PM				3.18PM		3.08PM						8.25AM						730.7	DR **WHITESON** 4.2
8 PWE			s6.21	5.35PM			s3.28		s3.18	1.15PM			12.55PM		s8.35	8.25AM				5.40AM	734.9	DR **McMINNVILLE** 3.1
22 PYE			s6.27PM	s5.41			s3.34		s3.24PM	s 1.21			s1.00PM		s8.41AM	s 8.41				s5.45AM	738.0	R **ST. JOSEPH** 4.2
30 PEW				s5.48			s3.41			s 1.29						s 8.48					742.2	D **CARLTON** 1.7
3				f			f			f						f					743.9	BATAN (Spur) 1.7
20 PE				s5.55			s3.48			s 1.35						s 8.54					745.6	YAMHILL 2.4
14 PE				f5.59			s3.52			f 1.40						s 9.00					748.0	COVE ORCHARD 2.7
11 PE				f6.04			f3.57			f 1.45						f 9.05					750.7	WAPATO (Spur) 2.4
17 PWE				s6.08			s4.02			s 1.50						s 9.11					753.1	D GASTON 0.7
31 PE				f6.09			s4.04			f 1.51						s 9.13					753.8	**PATTON** 1.1
20				f6.11			f4.06			f 1.53						s 9.15					754.9	SEGHERS (Spur) 2.0
21 PE				s6.15			s4.10			s 1.57						s 9.19					756.9	DILLEY 0.9
E				6.16			4.11			1.58						9.20					757.8	DETOUR 0.3
				f			f			f						f					758.1	RETLAW (No Siding) 0.9
10 PE				s6.21			s4.17	3.25PM		s 2.05				12.30PM		s 9.27	7.00AM				759.0 758.5	DR **FOREST GROVE** 1.3
				f			f	f		f				f		f	f				760.3	EDDY (No Siding) 0.5
PE				f6.24			f4.21	f3.28		f 2.09				f12.33		f 9.31	f7.04				760.8 760.1	CATCHING 0.9
28 PE				s6.26			s4.23	s3.30		s 2.11				s12.35		s 9.34	s7.06				761.7	CORNELIUS 1.0
				f			f	f		f				f		f	f				762.7	KILLGORE (No Siding) 0.9
3 PE				f6.29			f4.27	f3.33		f 2.14				f12.38		f 9.37	f7.09				763.6	JOBE 1.3
PE				6.31			4.29	3.35		2.18				12.40		9.39	7.11				764.9	RANGE 0.6 —(O. E. Crg.)
P				f6.33			f4.32	f3.37		s 2.25				f12.42		s 9.44	f7.13				765.5	**MAIN STREET** (T.Bch Crg.) 0.3
Yard PWYFE		9.00PM		s6.37			s4.37	s3.41		s 2.27	1.35PM	1.25PM		s12.45		s 9.50	s7.18				765.8 765.2	DNR **HILLSBORO** (O.E.Crossing) 0.8
PE		9.03		6.40			4.42	3.44		2.30	1.40	1.30		12.48		9.53	7.21				766.6 765.6	**TILLAMOOK JCT.** 1.2
7 PE		f 9.05		f6.42			f4.45	f3.46		f 2.32	1.42	1.32		f12.50		f 9.55	f7.23				767.8	Auto. Block NEWTON (Spur) 1.0
		f 9.07		f6.44			f4.47	f3.48		f 2.34	1.44	1.34		f12.52		f 9.57	f7.25				768.8	MATSON (No Siding) 0.7
		f 9.08		f6.45			f4.48	f3.49		f 2.35	1.45	1.35		f12.53		f 9.58	f7.26				769.5	WITCH HAZEL (No Siding) 1.4
33 PE	10.40PM	s 9.10		s6.48	6.07PM	5.32PM	s4.52	s3.52		s 2.37	1.47	1.37		s12.55		s10.01	s7.29	6.36AM	5.51AM		770.9	R **REEDVILLE** 1.5
9 PE	f10.42	f 9.12		f6.53	f6.10	f5.35	s4.55	f3.55		f 2.40	1.50	1.40		f12.58		s10.04	s7.33	f6.39	f5.54		772.4	ALOHA 0.6
7 PE	f10.43	f 9.13		f6.55	f6.11	f5.36	s4.57	f3.57		f 2.41	1.51	1.41		f12.59		s10.06	s7.35	f6.41	f5.56		773.0	HUBER 1.1
4	f10.45	f 9.15		f6.57	f6.13	f5.38	f5.00	f4.00		f 2.43	1.53	1.43		f 1.01		f10.08	f7.38	f6.43	f5.58		774.1	ST. MARYS (Spur) 1.3
50 PEI	s10.48	s 9.18		s7.01	s6.15PM	s5.40PM	s5.05	s4.05		s 2.47	s1.56PM	s1.46		s 1.05		s10.10	s7.42	s6.47	s6.02		775.4	Automatic Block DNR **BEAVERTON** 2.1 —(O.E. Crossing)
2	s10.52	s 9.22		s7.05			s5.10	s4.10		s 2.51		1.50		s 1.09		f10.18	s7.47	s6.51	s6.06		777.5	RALEIGH (Spur) 1.0
6 PE	f10.54	f 9.24		f7.07			f5.12	f4.15		f 2.53		1.52		f 1.11		f10.20	f7.49	f6.53	f6.08		778.5	OLSEN (Spur) 0.3
6 E	f10.55	f 9.25		f7.08			f5.13	f4.16		f 2.54		1.53		f 1.12		f10.21	f7.50	f6.54	f6.09		778.8	SHATTUCK (Spur) 0.6
	f	f		f			f	f		f				f		f	f	f	f		779.4	WOODROW (No Siding) 1.0
	f	f		f			f	f		f				f		f	f	f	f		780.4	DOSCH (No Siding) 0.5
21 PE	s10.59	s 9.29		s7.13			s5.20	s4.22		s 2.59		1.58		s 1.18		s10.26	s7.58	s7.01	s6.17		780.9	BERTHA 1.2
	f	f		f			f	f		f				f		f	f	f	f		782.1	3D & MILES STS. (No Sdg.) 1.6
13 PE	f11.04	f 9.34		f7.21			f5.29	f4.28		f 3.05		2.04		f 1.26		f10.32	f8.04	f7.08	f6.25		783.7	BANCROFT 0.8
	f	f		f			f	f		f				f		f	f	f	f		784.5	HOOKER ST. (No Siding) 0.8
	s11.11	s 9.41		s7.27			s5.37	s4.34		s 3.12		s2.10		s 1.34		s10.41	s8.10	s7.16	s6.34		785.3	**4TH & JEFFERSON STS** 0.5
	s11.15	s 9.45		s7.31			s5.42	s4.38		s 3.17		s2.14		s 1.38		s10.45	s8.15	s7.20	s6.38		785.8	**STARK ST.** (City Station) 0.2
	11.16	s 9.46PM		7.32			5.43	4.39		3.18		2.15		1.39		10.46	8.16	7.21	s6.39AM		786.0	**ANKENY ST.** 0.4
PEI	s11.25PM			s7.45PM			s5.50PM	s4.45PM		s 3.30PM		s2.25PM		s 1.45PM		s10.55AM	s8.25AM	s7.30AM			786.4	DNR **PORTLAND**
	Arrive Daily	Arrive Daily	Ar. Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(55.7)
	(0.45) 20.66	(0.46) 26.34	(0.16) 27.38	(2.10) 23.76	(0.08) 33.75	(0.08) 33.75	(2.32) 21.98	(1.20) 20.55	(0.16) 27.38	(2.15) 22.89	(0.21) 26.29	(1.00) 20.20	(0.05) 37.20	(1.15) 21.91	(0.16) 27.38	(2.30) 20.59	(1.25) 19.33	(0.54) 17.23	(0.48) 19.38	(0.05) 37.20		..................Time over District ....Average speed per hour

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 110 is superior to No. 117. No. 118 is superior to No. 135. No. 136 is superior to No. 109.

See pages 12, and 13 for additional trains between Portland and 4th and Jefferson Sts. See Page 14 for additional trains between Beaverton and Whiteson. All trains stop for passengers at Salmon, Morrison, Burnside and Flanders Sts., Portland. All trains except 102 and 104 stop at College St., Portland, to discharge passengers. ADDITIONAL FLAG STOPS—All trains except No. 352, 356 and 360 Sight M. P. 737.4; All trains Howe M. P. 739.5; Krono M. P. 746.5; Teffer M. P. 756.2; 3rd Avenue, 3rd and 5th Sts. Forest Grove; North Range and Fir Sts., Main St. west of 6th St., Fir and 6th Sts. and 10th St. (near City Park), Hillsboro; Tobias M. P. 771.6; Arrow, M. P. 776.4. No. 142 stops to discharge passengers from Tillamook Branch. Time of Nos. 125, 126 and Steam Trains at Hillsboro apply at Steam Station. E—Electrified sidings.

PORTLAND SUBDIVISION—West Side Branch

WESTWARD

	Time Table No. 102 July 2, 1922	Distance from Portland	FIRST CLASS																			
			119	121	101	351	141	125	107	127	355	129	359	103	131	133	353	357	105	117	135	109
			Reedville Electric	Reedville Electric	West Side Electric	East Side Electric	Portland Tillamook Passenger	Portland Tillamook Electric	McMinnville Electric	Forest Grove Electric	McMinnville Electric	Forest Grove Electric	East Side Electric	West Side Electric	Reedville Electric	Reedville Electric	East Side Electric	McMinnville Electric	Forest Grove Electric	Hillsboro Electric	Reedville Electric	McMinnville Electric
	STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
DR	**WHITESON** 4.2	55.7			s **9.32**AM	s **9.42**AM							s **3.08**PM	s **6.13**PM			s6.30PM					
DR	**McMINNVILLE** 3.1	51.5			s9.25	s9.35			s11.35AM		s12.01PM		s3.01	s6.06			s **6.21**	s7.30PM				s 1.35AM
R	**ST. JOSEPH** 4.2	48.4			s9.13	9.23AM			s11.28		11.55AM		2.52PM	s5.56			6.10PM	7.23PM				s 1.28
D	**CARLTON** 1.7	44.2			s9.04				s11.20					s **5.48**								s 1.20
	BATAN (Spur) 1.7	42.5			f				f					f								f
	YAMHILL 2.4	40.8			s **8.54**				s11.13					s5.40								s 1.14
	COVE ORCHARD 2.7	38.4			s8.50				f11.09					s5.35								f 1.10
	WAPATO (Spur) 2.4	35.7			f8.45				f11.04					f5.30								f 1.05
D	GASTON 0.7	33.3			s8.40				s11.00					s5.25								s 1.01
	PATTON 1.1	32.6			s8.35				f10.58					s5.22								f 1.00
	SEGHERS (Spur) 2.0	31.5			f8.33				f10.56					s5.20								f12.58
	DILLEY 0.9	29.5			s8.30				s10.53					s5.15								s12.55
	DETOUR 0.3	27.9 28.6			8.28				10.51					5.13								12.53
	RETLAW (No Siding) 0.9	28.3							f					f								f
DR	**FOREST GROVE** 1.3	27.2 27.4			s8.25				s10.49	s12.12PM		s2.30PM		s5.10					s 7.15PM			s12.51
	EDDY (No Siding) 0.5	26.1			f				f	f		f		f					f			f
	CATCHING 0.9	25.6			8.17				f10.43	f12.07		f2.25		f5.02					f 7.09			f12.45
	CORNELIUS 1.0	24.7			s8.15				s10.41	s12.05		s2.23		s5.00					s 7.07			s12.43
	KILLGORE (No Siding) 0.9	23.7			f				f	f		f		f					f			f
	JOBE 1.3	22.8			f8.11				f10.38	f12.01PM		f2.20		f4.55					f 7.05			f12.40
	RANGE 0.6 (O. E. Crg.)	20.5 21.5			8.08				10.36	11.58AM		**2.18**		4.53					7.03			12.38
	MAIN STREET (T. Bch. Crg.) 0.3	20.9			s8.07				s10.34	s11.56		s2.12		s4.51					s 7.01			s12.36
DNR	**HILLSBORO** 0.8 (O.E. Crossing)	20.2 20.6			s8.06		s9.30AM	s9.46AM	s10.33	s11.55		s2.11		s4.49					s 7.00	s8.55PM		s12.35
	TILLAMOOK JCT. 1.2	19.8			7.59		9.27	9.42	10.27	11.50		2.04		**4.42**					6.55	8.50		**12.29**
Auto Block	NEWTON (Spur) 1.0	18.6			f7.57		9.25	9.40	f10.25	f11.48		f2.02		f4.40					f 6.53	f8.48		f12.27
	MATSON (No Siding) 0.7	17.6			f7.55		9.23	9.38	f10.23	f11.46		f2.00		f4.38					f 6.51	f8.46		f12.25
	WITCH HAZEL (No Siding) 1.4	16.9			f7.54		9.22	9.37	f10.22	f11.45		f1.58		f4.37					f 6.50	f8.44		f12.23
R	**REEDVILLE** 1.5	15.5	s5.48AM	s6.33AM	s7.51		s9.20	9.35	s10.20	s11.42		s1.56		s4.35	s5.30PM	s6.05PM			s **6.48**	s8.42	s10.38PM	s12.21
	ALOHA 0.6	14.0	f5.45	f6.30	s7.47		9.17	9.32	f10.16	f11.39		f1.53		s4.31	f5.26	s6.00			s 6.43	f8.39	f10.34	f12.18
	HUBER 1.1	13.4	f5.44	f6.29	s7.46		9.16	9.31	f10.15	f11.37		f **1.51**		s4.29	f5.25	s5.58			s 6.40	f8.37	f10.32	f12.17
	ST. MARYS (Spur) 1.3	12.3	f5.42	f6.27	f7.44		9.14	9.29	f10.13	f11.35		f1.48		f4.26	f5.23	f5.55			s 6.38	f8.35	f10.30	f12.15
DNR	**BEAVERTON** 2.1 (O. E. Crossing)	11.0	5.40AM	6.25AM	s **7.42**		9.12AM	s9.27	s **10.10**	s11.33		s **1.46**		s4.23	s5.20	s5.53			s 6.35	s8.33	s10.28	s12.13
	RALEIGH (Spur) 1.0	8.9			f7.37			9.21	s10.04	f11.28		f1.40		f4.17	f5.15	s5.47			s 6.30	f8.28	f10.23	f12.08
	OLSEN (Spur) 0.3	7.9			f7.35			9.19	f10.02	f11.26		f1.38		f **4.15**	f **5.12**	f5.45			f 6.28	f8.26	f10.21	f12.06
	SHATTUCK (Spur) 0.6	7.6			f7.34			9.18	f10.01	f11.25		f1.37		f4.14	f5.10	s5.44			s 6.27	f8.25	f10.20	f12.05AM
Automatic Block	WOODROW (No Siding) 1.0	7.0			f				f	f		f		f	f	f			f	f	f	f
	DOSCH (No Siding) 0.5	6.0			f				f	f		f		f	f	f			f	f	f	f
	BERTHA 1.2	5.5			s7.29			9.12	s 9.55	s11.19		s1.32		s4.08	s5.04	s5.36			s 6.21	s8.20	s10.15	s11.59PM
	3D & MILES STS. (NoSdg.) 1.6	4.3			f				f	f		f		f	f	f			f	f	f	f
	BANCROFT 0.8	2.7			f7.24			9.06	f 9.50	f11.14		f **1.26**		f4.03	f4.59	f **5.29**			f 6.15	f8.15	f10.09	f11.54
	HOOKER ST. (No Siding) 0.8	1.9			f				f	f		f		f	f	f			f	f	f	f
	4TH & JEFFERSON STS. 0.5	1.1			f7.18			8.58	f 9.43	f11.08		f1.18		f3.53	s4.53	f5.23			f 6.08	f8.08	f10.03	f11.48
	STARK ST. (City Station) 0.2	0.6			s7.15			s8.55	s 9.40	s11.05		s1.15		s3.50	s4.50	s5.20			s 6.05	s8.05	s10.00	s11.45
	ANKENY ST. 0.4	0.4			7.13			8.53	9.38	11.03		1.13		3.48	4.48	5.18			6.03	8.03	9.58PM	11.43
DNR	**PORTLAND**	0.0			7.10AM			8.50AM	9.35AM	**11.00**AM		1.10PM		3.45PM	**4.45**PM	**5.15**PM			6.00PM	8.00PM		11.40PM
	(55.7)		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Time over District		(0.08)	(0.08)	(2.22)	(0.19)	(0.18)	(0.56)	(2.00)	(1.12)	(0.06)	(1.20)	(0.16)	(2.28)	(0.45)	(0.50)	(0.20)	(0.07)	(1.15)	(0.55)	(0.40)	(1.55)
	Average speed per hour		33.75	33.75	23.53	23.05	30.67	21.64	25.75	22.66	30.99	20.55	27.37	22.59	20.66	16.90	21.90	26.57	21.91	22.47	22.65	26.87

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: No. 110 is superior to No. 117. No. 118 is superior to No. 135. No. 136 is superior to No. 109.

See pages 12 and 13 for additional trains between Portland and 4th and Jefferson Sts. See page 14 for additional trains between Beaverton and Whiteson. All trains stop for passengers at Flanders, Burnside and Salmon Sts., Portland.
ADDITIONAL FLAG STOPS: All trains Arrow M. P. 776.4, Tobias M. P. 771.6; 10th St. (near City Park), 6th and Fir Sts., on Main St. west of 6th St. and North Range and Fir Sts., Hillsboro; 3rd and 5th Sts. and 3rd Ave., Forest Grove, Teffer M. P. 756.2; Krono M. P. 746.5; Howe M. P. 739.5; and except Nos. 351, 353 and 359; Sight M. P. 737.4. No. 141 stops to discharge passengers from east of Beaverton. Time of Nos. 125, 126 and Steam Trains at Hillsboro apply at Steam Station.

EASTWARD PORTLAND SUBDIVISION—West Side Branch WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations.		SECOND CLASS		FIRST CLASS					Time Table No. 102 July 2, 1922.			FIRST CLASS			SECOND CLASS	
		274 Mixed	232 Local Freight	360 East Side Electric	352 East Side Electric	354 East Side Electric	Distance from San Francisco		STATIONS		Distance from Whiteson	351 East Side Electric	359 East Side Electric	353 East Side Electric	273 Mixed	231 Local Freight
		Leave Mon., Wed., Fri.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Saturday
	P	7.11AM					651.3	R	**TRANSFER**	4.6	79.4				1.40PM	
8		7.23					655.9		MALABON (Spur)	2.3	74.8				1.25	
28		7.30					658.2		ALVADORE	1.9	72.5				1.15	
3		7.40					660.1		GEORGETOWN (Spur)	2.5	70.6				1.10	
20		7.50					662.6		CHESHIRE	1.9	68.1				1.00	
17		7.55					664.5		BEAR CREEK	2.4	66.2				12.55	
15		8.02					666.9		FERGUSON	4.8	63.8				12.45	
20		8.49					671.7	D	MONROE	1.3	59.0				12.30PM	
25	Y	8.55 11.45					673.0	R	**ALPINE JCT.**	0.9	57.7				11.45AM 8.40	
	W	11.48AM					673.9		STARR (No Siding)	0.9	56.8				8.35	
		12.01PM					674.8		BURNETT (Spur)	1.1	55.9				8.31	
		12.04					675.9		BARCLAY (No Siding)	0.9	54.8				8.28	
4		12.07					676.8		BRUCE (Spur)	0.8	53.9				8.25	
8		12.09					677.6		RECKARDS (Spur)	1.6	53.1				8.22	
		12.13					679.2		HUGHES (No Siding)	1.0	51.5				8.16	
6		12.16					680.2		BUCHANAN (Spur)	1.1	50.5				8.12	
37		12.20					681.3		GREENBERRY	3.3	49.4				8.08	
33		12.35					684.6		DRY CREEK	0.8	46.1				7.58	
		12.38					685.4		PHEASANT (No Siding)	1.5	45.3				7.55	
50		12.45					686.9		BURGESS	2.0	43.8				7.50	
Yard	PEWFY	12.55PM	7.10AM	5.05PM	1.40PM	7.00AM	688.9	DR	**CORVALLIS**	1.0	41.8	s 11.05AM	s 4.25PM	s 7.55PM	7.45AM	5.00PM
	PE		7.15	s 5.09	s 1.44	s 7.04	689.9		**CORVALLIS JCT.**	3.8 (Yaquina Bch. Csg.)	40.8	s 11.00	s 4.20	s 7.50		4.52
5	E		7.25	f 5.14	f 1.50	f 7.10	693.7		LEWISBURG (Spur)	2.5	37.0	f 10.53	f 4.13	f 7.43		4.40
5	EW		7.32	f 5.18	f 1.54	f 7.14	696.2		CALLOWAY (Spur)	2.7	34.5	f 10.48	4.09	f 7.38		4.30
23	PE		7.40	f 5.22	s 1.59	s 7.18	698.9		WELLSDALE	3.1	31.8	s 10.43	f 4.05	s 7.33		4.05
23	PE		7.49	f 5.27	s 2.05	s 7.23	702.0		SUVER	2.0	28.7	s 10.38	f 4.00	s 7.28		3.45
20	PE		7.55	f 5.30	s 2.09	s 7.27	704.0		PARKER	3.0	26.7	s 10.34	f 3.56	s 7.24		3.35
							707.0		WIGRICH JCT. (Spur)	2.3	23.7					
20	PE		8.10	s 5.38	s 2.22	s 7.38	709.3	D	INDEPENDENCE	5.0	21.4	s 10.25	s 3.48	s 7.15		3.15
	PYE		8.25	s 5.47	s 2.35	s 7.50	714.3	R	**GERLINGER**	0.7 (F. C. Bch. Csg.)	16.4	s 10.15	s 3.40	s 7.05		2.55
22	EW		8.30	f 5.48	s 2.36	s 7.52	715.0		DERRY	3.4	15.7	s 10.09	f 3.36	s 6.59		2.36
10	E		8.40	f 5.53	f 2.42	f 7.57	718.4		CROWLEY (Spur)	4.4	12.3	f 10.04	f 3.30	f 6.54		2.10
22	PE		8.55	f 5.59	s 2.50	s 8.05	722.8		McCOY	5.3	7.9	s 9.58	f 3.23	s 6.48		1.55
32	PE		9.20	s 6.07	s 2.59	s 8.14	728.1		AMITY	2.6	2.6	s 9.50	s 3.15	s 6.40		1.45
16	PWYE		9.30AM	s 6.12PM	s 3.05PM	s 8.20AM	730.7	DR	**WHITESON**		0.0	9.45AM	3.10PM	6.35PM		1.35PM
		Arrive Mon., Wed., Fri.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(79.4)			Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs., Sat.	Leave Daily Ex. Saturday
		(2.54)	(2.20)	(1.07)	(1.25)	(1.20)			Time over District			(1.20)	(1.15)	(1.20)	(2.50)	(3.25)
		12.96	17.91	37.43	29.50	31.39			Average speed per hour			31.39	33.44	31.39	12.27	12.19

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

See page 9 for additional trains between Corvallis and Corvallis Jct.

ADDITIONAL FLAG STOPS.—Adkins, M. P. 659.6; Buttes, M. P. 679.5; except No. 360; Ledford, M. P. 705.7; Baxter, M. P. 726.0.

PORTLAND SUBDIVISION

EASTWARD Alpine Branch WESTWARD

Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.		SECOND CLASS				Time Table No. 102 July 2, 1922			SECOND CLASS
		184 Mixed	182 Mixed	Distance from San Francisco		STATIONS		Distance from Alpine Jct.	181 Mixed
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday
12				678.8		GLENBROOK	1.6	5.8	
3				677.2		MUNSEY (Spur)	1.0	4.2	
12			10.15AM	676.2	DR	ALPINE	1.2	3.2	s 9.30AM
8	W	11.28AM	s 10.20AM	675.0	R	BAILEY JCT. (Spur)	2.0	2.0	s 9.15
25	Y	s 11.43AM		673.0	R	ALPINE JCT.		0.0	9.05AM
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			(5.8)			Leave Daily Ex. Sunday
		(0.15)	(0.05)			Time over District			(0.25)
		8.00	14.40			Average speed per hour			7.68

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

EASTWARD Bellfountain Branch WESTWARD

SECOND CLASS			Time Table No. 102 July 2, 1922.			SECOND CLASS	Capacity of Passing Sidings in Cars and location of scales, water, fuel and turning stations.	
184 Mixed	Distance from San Francisco		STATIONS		Distance from Bailey Jct.	183 Mixed		
Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday		
10.50AM	679.9	R	DAWSON (No. Siding)	1.8	4.9	s 10.47AM		
	678.1		CEBU (Spur)	1.1	3.1		6	
f 11.12	677.0		BELLFOUNTAIN (Spur)	2.0	2.0	s 10.35	5	
s 11.27AM	675.0	R	BAILEY JCT. (Spur)		0.0	10.26AM	8	W
Arrive Daily Ex. Sunday			(4.9)			Leave Daily Ex. Sunday		
(0.37)			Time over District			(0.21)		
7.95			Average speed per hour			14.00		

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

EASTWARD — PORTLAND SUBDIVISION—Willamina Branch — WESTWARD

Capacity of Passing Sidings in cars and location of scales, water, fuel, telephone and turning stations	SECOND CLASS 250 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 380 Passenger Leave Daily	FIRST CLASS 382 Passenger Leave Daily	Distance from San Francisco		Time Table No. 102 July 2, 1922. STATIONS		Distance from Broadmead	FIRST CLASS 379 Passenger Arrive Daily	FIRST CLASS 381 Passenger Arrive Daily	SECOND CLASS 249 Local Freight Arrive Daily Ex. Sunday
Yard WY	1.00PM	2.05PM	7.25AM	749.3	DR	**WILLAMINA**		11.6	s 11.00AM	s 7.30PM	12.25PM
		f	f	747.4		1.9 RIVERSIDE	(No Siding)	9.7	f	f	
3		f 2.13	f 7.32	746.3		1.1 SHIPLEY	(Spur)	8.6	f 10.52	f 7.22	
21	1.25	s 2.20	s 7.38	744.7	D	1.6 SHERIDAN		7.0	s 10.47	s 7.18	12.05PM
2		f	f	742.1		2.6 WABASH	(Spur)	4.4	f	f	
15	1.55	s 2.33	s 7.50	740.5		1.6 BALLSTON		2.8	s 10.34	s 7.05	11.35AM
6		f	f	738.9		1.6 TUCKER	(Spur)	1.2	f	f	
5 Y	2.05PM	s 2.40PM	s 7.57AM	737.7	R	1.2 **BROADMEAD**		0.0	10.25AM	6.57PM	11.25AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			11.6			Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(1.05) 10.71	(0.35) 19.88	(0.32) 21.75			Time over District Average speed per hour			(0.35) 19.88	(0.33) 20.72	(1.00) 11.60

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Brown's Crossing 748.4.

Nos. 249 and 250 will carry passengers.

EASTWARD — PORTLAND SUBDIVISION—Airlie Branch — WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel and Turning Stations	SECOND CLASS 236 Local Freight Leave Tues. Thurs. Sat.	SECOND CLASS 212 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 380 Passenger Leave Daily	FIRST CLASS 378 Passenger Leave Daily	FIRST CLASS 382 Passenger Leave Daily	Distance from San Francisco		Time Table No. 102 July 2, 1922. STATIONS		Distance from Whiteson	FIRST CLASS 377 Passenger Arrive Daily	FIRST CLASS 381 Passenger Arrive Daily	SECOND CLASS 211 Local Freight Arrive Daily Ex. Sunday	SECOND CLASS 235 Local Freight Arrive Mon. Wed. Fri.
10 T		8.30AM				766.8	R	**AIRLIE**		36.1			8.00AM	
20						765.4		1.4 **CRISP**		34.7				
3		8.39				764.1		1.3 SIMPSON	(Spur)	33.4			7.50	
						763.7		0.4 V. & S. CROSSING		33.0				
						763.1		0.6 PUTNAM	(No Siding)	32.4				
7		8.49				761.3		1.8 LUCKIAMUTE	(Spur)	30.6			7.40	
9		9.05				757.5	D	3.8 MONMOUTH		26.8			7.25	
						754.6		2.9 MULKEY	(No Siding)	23.9				
						753.9		0.7 SUPERIOR	(No Siding)	23.2				
						750.8		3.1 F. O. BRANCH CROSSING		20.1				
26 WY	10.20AM	9.30AM				750.4	DR	0.4 **DALLAS**		19.7			7.00AM	3.45PM
9	10.35					747.2		3.2 POLK		16.5				3.30
16	10.50					744.4		2.8 SMITHFIELD		13.7				3.15
12	11.10			10.15AM		739.9	R	4.5 **PERRYDALE**		9.2	s 10.13AM			2.55
Y	11.20AM 2.51PM		2.41PM	s 10.24AM	7.58AM	737.7	R	2.2 **BROADMEAD**		7.0	s 10.08	s 6.56PM		2.20PM 11.20AM
7	2.55		f 2.42		f 8.00	737.2		0.5 WINCH	(Spur)	6.5	f 10.04	f 6.53		11.15
4	3.05		f 2.47		f 8.05	735.1		2.1 HARRISON	(Spur)	4.4	f 9.59	f 6.48		11.05
22	3.10		f 2.49		f 8.07	734.3		0.8 BRIEDWELL		3.6	f 9.56	f 6.45		11.00
4	3.20		f 2.55		f 8.15	732.0		2.3 HOLMES	(Spur)	1.3	f 9.49	f 6.39		10.50
16 WYE	3.30PM		s 3.00PM		s 8.20AM	730.7	DR	1.3 **WHITESON**		0.0	9.45AM	6.35PM		10.45AM
	Arrive Tues. Thurs. Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			(36.1)			Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon. Wed. Fri.
	(1.39) 11.93	(1.00) 16.40	(0.19) 22.11	(0.09) 14.67	(0.22) 19.09			Time over District Average speed per hour			(0.28) 19.71	(0.21) 20.00	(1.00) 16.40	(2.00) 9.85

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72).

ADDITIONAL FLAG STOPS: Road Crossing M. P. 736.2; Road Crossing M. P. 752.4; Road Crossing M. P. 759.5.

Nos. 211, 212, 235 and 236 will carry passengers.

PORTLAND SUBDIVISION—Falls City Branch

EASTWARD | WESTWARD

Capacity of Passing Sidings in cars and location of Scales, Water, Fuel, Telephone and Turning Stations	SECOND CLASS	FIRST CLASS						Distance from San Francisco		Time Table No. 102 July 2, 1922	Distance from Salem	FIRST CLASS						SECOND CLASS
	240	172	170	168	166	164	162					163	165	167	169	171	173	239
	Local Freight	Motor	Motor	Motor	Motor	Motor	Motor					Motor	Motor	Motor	Motor	Motor	Motor	Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
								747.1		**WYE** 0.3	28.9							
25 WP	11.55AM				1.20PM			746.8	DR	**BLACK ROCK** 0.8	28.6		s 11.30AM					11.05AM
5								746.0		**CAMP 2** 3.0	27.8							
25 YP	12.15PM		4.50PM		s 1.35			743.0	DR	**FALLS CITY** 1.0	24.8		s 11.10		s 4.35PM			10.45
			f		f			742.0		CAREY (No Siding) 1.5	23.8		f		f			
Y	12.25		f 4.57		f 1.42			740.5		BUMAN (Spur) 0.3	22.3		f 11.02		f 4.27			10.35
2	12.26		f 4.58		f 1.43			740.2		BRIDGEPORT (Spur) 1.0	22.0		f 11.01		f 4.26			10.34
8	12.29		f 5.01		f 1.46			739.2		FERNS (Spur) 0.4	21.0		f 10.58		f 4.23			10.30
14 P	12.30		f 5.02		f 1.47			738.8		GILLIAMS 0.9	20.6		f 10.57		f 4.22			10.28
7	12.33		f 5.04		f 1.49			737.9		TEATS (Spur) 0.8	19.7		f 10.55		f 4.20			10.25
			f		f			737.1		GUTHRIE (No Siding) 3.2	18.9		f		f			
Yard WFYP	1.00	6.45PM	s 5.30	3.20PM	s 2.15	9.55AM	7.30AM	733.9	DR	**DALLAS** 1.4 (Airlie Bch. Csg.)	15.7	s 8.10AM	s 10.40	s 2.55PM	s 4.05	s 6.15PM	s 7.25PM	10.10 6.10
3								732.5		PARTRIDGE (Spur) 1.4	14.3							
	1.10	f 6.52	f 5.37	f 3.27	f 2.22	f 10.02	f 7.37	731.1		BOWERSVILLE (No Siding) 1.4	12.9	f 7.57	f 10.22	f 2.42	f 3.47	f 5.57	f 7.12	5.57
3	1.15	f 6.55	f 5.40	f 3.30	f 2.25	f 10.05	f 7.40	729.7		NESMITH (Spur) 0.8	11.5	f 7.54	f 10.19	f 2.39	f 3.44	f 5.54	f 7.09	5.53
YP	1.18	s **7.05**	s 5.45PM	s 3.35PM	s **2.35**	s **10.15**	s **7.50**	728.9	R	**GERLINGER** 0.4 (W. S. Bch. Csg.)	10.7	s **7.50**	s **10.15**	s **2.35**	3.40PM	5.50PM	**7.05** s 5.44	5.51
37	1.20	f 7.08			f 2.38	f 10.17	f 7.53	728.5		THIELSEN 1.4	10.3	f 7.39	f 10.04	f 2.24			f 5.41	5.49
2	1.25	f 7.11			f 2.41	f 10.20	f 7.56	727.1		GREENWOOD (Spur) 1.5	8.9	f 7.35	f 10.00	f 2.20			f 5.36	5.41
2	1.30	f 7.14			f 2.44	f 10.23	f 7.59	725.6		McNARY (Spur) 0.9	7.4	f 7.31	f 9.56	f 2.16			f 5.31	5.37
6	1.33	f 7.16			f 2.46	f 10.25	f 8.01	724.7		HOSFORD (Spur) 0.3	6.5	f 7.29	f 9.54	f 2.14			f 5.28	5.34
2	1.34	7.17			2.47	10.26	8.02	724.4		BROPHY (Spur) 0.5	6.2	7.28	9.53	2.13			5.27	5.33
2 W	1.36	f 7.18			f 2.48	f 10.27	f 8.03	723.9		EOLA (Spur) 1.3	5.7	f 7.27	f 9.52	f 2.12			f 5.26	5.31
20 P	1.40	f 7.21			f 2.51	f 10.29	f 8.06	722.6		WINONA 1.7	4.4	f 7.24	f 9.49	f 2.09			f 5.22	5.27
	1.46	f 7.26			f 2.56	f 10.32	f 8.11	720.9		KINGWOOD PARK (No Sid'g) 0.3	2.7	f 7.20	f 9.45	f 2.05			f 5.18	5.22
	1.48	f 7.27			f 2.57	f 10.33	f 8.12	720.6		WEST SALEM (No Siding) 0.4	2.4	f 7.19	f 9.44	f 2.04			f 5.17	5.20
12	**2.03**	f			f	f	f	720.2		PINCKNEY 0.5	2.0	f	f	f **2.03**			f	
								719.7		O. E. CROSSING 0.1	1.5							
		s 7.32			s 3.02	s 10.37	s 8.17	719.6		COMMERCIAL STREET 0.2	1.4	s 7.15	s 9.40	s 2.00			s 5.13	
								719.4		O. E. CROSSING 0.6	1.2							
		f 7.40			f 3.09	f 10.43	f 8.24	718.8		LEMROCK 0.6	0.6	f 7.08	f 9.33	f 1.53			f 5.08	
Yard WYOP	2.30PM	s 7.45PM			s 3.15PM	s 10.47AM	s 8.30AM	718.2	DNR	**SALEM** 28.9	0.0	7.05AM	9.30AM	1.50PM			5.05PM	4.50AM
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(2.35)	(1.00)	(0.55)	(0.15)	(1.55)	(0.52)	(1.00)			Time over District		(1.05)	(2.00)	(1.05)	(0.55)	(0.25)	(2.20)	(2.15)
	11.07	15.70	15.38	20.00	14.92	18.11	15.70			Average speed per hour		14.49	14.30	14.34	15.38	12.00	16.06	12.71

Westward trains are superior to trains of the same class in the opposite direction (see Rule 72). Exceptions: Eastward first class trains are superior to Westward first class trains between Dallas and Gerlinger. No. 162 is superior to No. 165. No. 164 is superior to No. 167. Main Line first class trains are superior to Falls City Branch first class trains. Falls City Branch first class trains may run ahead of delayed main line first class trains between Salem and Lemrock without an order to do so. See pages 4 and 5 for additional trains between Salem and Lemrock. ADDITIONAL FLAG STOPS: Knowles, M.P. 728.3; Worden, M. P. 735.6; Lees Farm, M. P. 736.8.

"SAFETY FIRST"

SPECIAL INSTRUCTIONS

EXTRA TRAINS MAY PASS OR RUN AHEAD OF SECOND CLASS TRAINS WITHOUT AN ORDER TO DO SO.

STANDARD CLOCKS.

Ashland
Grants Pass
Glendale
Roseburg Dispatchers' Office
Roseburg Roundhouse
Eugene
Blair Roundhouse
Junction City
Albany
Salem
Woodburn
Brooklyn (Roundhouse)
Brooklyn (Yard Office)
East Portland (East Oak St.)
Portland (N. P. T. Telegraph Office)
Silverton
Brownsville
Oakridge
Molalla
Reedsport
Marshfield
Powers
Oswego
Timber
Tillamook
Beaverton
Hillsboro
Forest Grove
McMinnville
Whiteson
Corvallis
Dallas
Willamina
Yaquina
Mill City
Detroit

WATCH INSPECTORS.

W. F. HAYES, General Time Inspector	San Francisco
W. H. HODKINSON, Local Watch Inspector	Ashland
B. BARNES, Local Watch Inspector	Grants Pass
A. SALZMAN, Local Watch Inspector	Roseburg
W. L. COPPERNOLL, Local Watch Inspector	Eugene
A. R. TRACER, Local Watch Inspector	Junction City
F. M. FRENCH & SONS, Local Watch Inspectors	Albany
POMEROY & KEENE, Local Watch Inspectors	Salem
S. B. OLSON, Local Watch Inspector	Woodburn
LESLIE V. GRAY, Local Watch Inspector	Canby
BELDING & SAXTON, Local Watch Inspectors	Portland
D. W. ROOF, Local Watch Inspector	Springfield
F. C. BARTLETT, Local Watch Inspector	Reedsport
H. S. TOWER, Local Watch Inspector	Marshfield
R. W. BENNETT, Local Watch Inspector	Tillamook
J. L. ANDERSON, Local Watch Inspector	Hillsboro
W. F. HANNA, Local Watch Inspector	McMinnville
E. W. S. PRATT, Local Watch Inspector	Corvallis
W. C. RETZER, Local Watch Inspector	Dallas

BULLETIN STATIONS.

Ashland
Grants Pass
Roseburg
Eugene
Junction City
Albany
Salem
Woodburn
Brooklyn
Portland (N. P. T. Telegraph Office)
Silverton
Brownsville
Oakridge
Molalla
Reedsport
Marshfield
Powers
Timber
Tillamook
Beaverton
Hillsboro
Forest Grove
McMinnville
Whiteson
Corvallis
Willamina
Dallas
Yaquina
Mill City
Detroit

CLEARANCE CARDS.

1. When delivering orders to a train operators must fill out clearance card (Form 2643) designating numbers of all orders for such train and repeat train and order numbers as they appear on clearance card to Dispatcher, and obtain O. K. with time and Superintendent's initials, and place same on clearance card in blank space provided therefor, before delivery is made. Operators must retain carbon copy of all clearance cards issued. Conductors and enginemen must not accept clearance card without the O. K., time and Superintendent's initials, when order numbers are designated thereon. Clearance cards that are issued not to accompany orders do not require O. K. and Superintendent's initials. Dispatchers must write train and order numbers in train order book as transmitted by operator from clearance card and must designate time clearance card was made O. K., not transmitting O. K. unless operator repeats numbers of all orders to be delivered to the train to which clearance card is addressed. In delivering train orders and clearance cards by hoop to trains at night operators must carry a white lantern to enable members of train crew to readily locate them.

2. Trains must obtain clearance card (Form 2643) before leaving Medford, Grants Pass, Glendale, Eugene, Albany, Salem, Marshfield; Newberg Electric Station, Hillsboro Electric Station, Corvallis, Alpine, and Dallas.

3. Trains going to Oakridge Branch at Springfield Jct. must obtain clearance cards (Form 2643) from Dispatchers at Roseburg and Portland before leaving Eugene.

West Side trains must obtain clearance cards (Form 2643) from Dispatchers at Marshfield and Portland before leaving Eugene.

4. Conductors of trains originating at Blair will secure clearance card (Form 2643) and check of register at Eugene and deliver same to their enginemen at Blair.

5. Rule 83-A will not apply at initial stations which are not train order offices, nor at train order offices when there is no operator on duty.

6. When a helper engine is to be coupled into a train copies of all orders affecting movement of the train at or beyond point from which helper is to be used must be delivered to each helper engine crew before leaving the point at which coupled into train.

If helper engine is picked up at a closed or non-telegraph office a copy of orders affecting movement of train at or beyond that station, and copy of clearance card, (Form 2643) must be delivered to conductor of train at a preceding open telegraph office for delivery to the helper engineer before leaving station at which cut in. Train dispatchers must see that this is done.

REGISTER EXCEPTIONS.

10. At registering stations on single track, or at the end of double track when passing from single to double track, where trains are permitted to register as per Rule 83-B, conductors and operators must comply with Rule 96, the same as at non-registering stations.

12. Springfield Jct. Only branch trains will register.

Blair. Only trains originating and terminating at Blair will register.

Conductors of trains terminating at Blair will telephone registration of train to Operator Eugene immediately on arrival. Operator will enter on train register and repeat to conductor for his O. K.

Albany Jct. Only branch trains will register.

Woodburn. Only trains originating and terminating at Woodburn will register.

Brooklyn. First-class trains will register by ticket (Form 2642). (See Rule 96.)

Conductors of second-class and extra trains originating at Brooklyn must furnish their enginemen register check and enginemen of such trains need not check register.

Mill Spur. Only Smith-Powers trains will register.

Reedville. Only eastward first class trains originating at and all westward first class trains will register. Eastward through trains will check against only westward superior trains that terminate at Reedville.

Hillsboro. Regular trains via Hillsboro Electric Station will check against Nos. 125 and 141 and trains terminating at Hillsboro Electric Station only. Registration of Nos. 125 and 141 will be telephoned from Steam Station to Electric Station and operators will be held responsible for proper transmission and registration. Trains via Beaverton, Forest Grove Line moving through freight yard at Hillsboro and all Tillamook Branch eastward trains must obtain check of trains via Electric Station by train order before fouling the Beaverton-Forest Grove main track when necessary.

Forest Grove. Only eastward trains originating at, and all westward trains, will register. Eastward through trains will check against only westward superior trains that terminate at Forest Grove. Trains moving via Carnation must obtain check of trains via Electric station by train order when necessary.

13. Instructions to Train Dispatchers. If sections are created from or signals taken down at either Forest Grove or Hillsboro electric stations, or Reedville train dispatcher must first protect inferior trains by train order.

TRAIN AND AIR INSPECTION.

16. Enginemen of all trains must know that they have sufficient braking power to properly control their trains. See Rule 31 of Air Brake Rules.

17. Passenger trains leaving Portland will not make running test as per Air Brake Rule 16 until after crossing Willamette River Bridge. Standing air brake test will be made 1 minute before train leaves Portland Union Station, as follows: Air inspector will attach gauge to rear end of train and give 4 blasts of air signal from rear car. Enginemen will make full service application. Inspector will note fall of pipe pressure and then signal engineman to release by 4 blasts of air signal. If pressure comes up on brake pipe on rear end to the standard carried, conductor will be advised that train is ready to proceed.

18. Rule A-26 of Rules and Regulations for the government of Motormen, Trainmen and Inspectors in Electric Train service corrected to read, "1 mile before reaching railroad crossings at grade or drawbridges," etc.

In addition to running tests that are made after leaving terminals, inspection points, or at any point where air hose has been separated, to fully comply with Rule No. 16 of Air Brake Rules, Rule No. 888, transportation rules, Rule No. A-26 of electric train service, running tests must be made as follows:

Before descending grades east and west of Dimmick, Tunnel 9, Tunnel 8, east of Sutherlin, east and west of Rice Hill and west of Divide.

1 mile east and west E. S. crossing.

1 mile east and west of W. V. S. crossing east of Oregon City.

Molalla Branch—1 mile east and west of W. V. S. crossing.

Coos Bay Line—1 mile east and west of O. E. crossing; 1 mile east and west of Siuslaw River Bridge, Cushman; Umpqua River Bridge at Reedsport; Coos Bay Bridge between Coos and North Bend and Coalbank Slough at Marshfield.

Newberg Branch—East and west of Rex.

Tigard Branch—1 mile east and west of O. E. crossing.

Tillamook Branch—Eastward trains before descending grade east of Tunnel 25, and East and West of Kelches River Ry. crossing.

West Side Branch—Eastward trains at Bertha, east and west of O. E. crossing Beaverton, eastward trains 1 mile west of Hillsboro, east and west of Gerlinger and east and west of Corvallis Junction.

Airlie Branch—1 mile east and west of V. & S. crossing, 1 mile east and west of Falls City Branch crossing.

Falls City Branch—1 mile east and west Willamette River Bridge, Salem, 1 mile east and west of Gerlinger, 1 mile east and west of Airlie Branch crossing, Dallas.

Yaquina Branch—1 mile east and west of Willamette River Bridge, Albany, east and west of Corvallis Junction.

Mill City and Woodburn Springfield Branches, 1 mile east and west of Shelburn.

This rule will not apply to freight trains.

Exceptions:

Eastward passenger trains without helpers will make running test for Dimmick leaving Grants Pass; for Tunnel 9, at Distant Signal east of Hugo; for Tunnel 8, through Wolf Creek.

Westward passenger trains without helpers will make running test for Tunnel 8 leaving Glendale; for Tunnel 9 through Leland, east of station; for Dimmick, through Merlin.

19. Immediately after starting on initial trip each day, running test of hand brakes must be made on both front and rear end of McKeen motor cars.

20. Rule 17, Rear End Test between terminals must be made at any point where air hose has been separated and where engines are cut out or added, and must also be made on Eastward trains at Grants Pass, Timber and Bertha, Westward trains, Glendale and Drain. All trains Cochran and Summit.

This test must not be used for the purpose of giving a proceed signal.

Engine men must not call for or make plug tests while other trains are passing.

21. All freight and work trains passing Cochran will be given a retainer test by car inspector. Conductors will obtain from inspector list of cars on which retainers are not working, will see that hand brakes are set on such cars in order to provide proper braking power over district which requires use of retainers and will notify engineers of condition of brakes on their trains.

22. When helper engines are in trains, after a rear end test has been made, the leading engine must not attempt to start until the helper engine has whistled off. The helper engine must not whistle off until receiving a signal from rear, which will not be given before the air pressure on caboose gauge indicates 70 pounds.

23. When air hose is separated and pressure in rear of train has leaked below 70 pounds, as indicated on caboose gauge, before starting train, signal must be given from rear end. In order to fully carry out these instructions, a trainman must be stationed so as to observe caboose gauge.

24. When brake pipe is broken on any train, that portion of the train behind defect must be immediately and properly secured with hand brakes and not moved until air brakes are made operative. If brake pipe cannot be repaired car with defective brake pipe must be chained to car ahead unless defect in brake pipe is back of crossover pipe and brake pipe is plugged so as to make brakes operative. Defective car will then be uncoupled at rear, taken to nearest station and set out.

25. Should air compressor become disabled on any train such train must be immediately secured with hand brakes and neither engine nor cars shall be moved until brakes are made operative. Immediately advise Chief Train Dispatcher of the trouble and if enginemen cannot make repairs wait until you are furnished another engine. A train overtaking a train having a disabled air compressor must be properly secured with hand brakes. Engine will then be cut off and coupled to rear of the non-air train, brake pipe charged to standard pressure and air test made from front end of engine having defective air compressor. Disabled train with air brakes operative throughout will then be moved to nearest siding at a cautious rate of speed, not exceeding 6 miles per hour on descending grades, and

TRAIN AND AIR INSPECTION—Continued.

sufficient hand brakes must be set to effectively control slack action. If brakes on engine with defective air compressor are inoperative engineer will place reverse lever in opposite motion to which train is to be moved and set hand brake on engine tender if moving in forward direction. Before disabled train is moved engineers and conductors must have thorough understanding as to what is to be done and trainmen must be so stationed on the train as to be able to effectively pass signals.

27. Air brakes on 2 adjoining cars must not be cut out leaving any station where cars can be separated.

28. Train crews must make careful inspection of running gear, brakes and draft rigging at any point where train stops, or where slow movement of train will permit trainmen to stand on ground and watch for defects as train is pulling by. No freight train will make a longer run than 40 miles without stopping for inspection. Following points are designated for careful inspection of freight trains: Grants Pass, Glendale. Drain, Buxton, Timber, Cochran, Enright and Summit. Westward freight trains will stop at Hugo, Mayo and Enright, and eastward freight trains at Timber, to permit cooling and careful inspection, as per Air Brake Rule 48. Westward freight trains stop at Hugo 5 minutes for train inspection.

29. Passenger equipment must not be switched, either in yards or on line, unless air brakes are cut in and made operative, and must not be cut off while in motion, but moved to coupling or spot. Cars must not be kicked or dropped against passenger equipment but moved to a coupling.

30. Freight cars must not be handled EAST of WEST switch at Bertha except when coupled to locomotive and air brakes operative. All freight train switching at Bertha must be done at WEST switch and on siding and spur, and all cars not coupled to locomotive with air brakes operative must be under protection of derail on siding at all times. After switching completed, air hose must be coupled and tested as per Air Brake Rule 17 before switch is set for main track.

31. Tare tonnage of any passenger train or gross tonnage of any freight train must not exceed the following number of M's per operative brake between the stations shown:

	Number of M's	
	Passenger	Freight
Grants Pass and Glendale	150	115
Oakland and Yoncalla	150	125
Comstock and Divide	150	125
Buxton and Timber	150	120
Timber and Enright	135	90
Black Rock and Falls City	150	100
Summit and Nashville	150	115

USE OF RETAINERS.

32. All available retainers on passenger and freight trains must be used; westward, Tunnel 8 to Wolf Creek, Tunnel 9 to Merlin, Dimmick, to Grants Pass, Cochran, to Enright and Summit to Nashville, eastward, Dimmick to Merlin, Tunnel 9 to Leland, Tunnel 8 to Glendale, Cochran to Timber, Tunnel 25 to Buxton and Black Rock to Fall City, also on westward and eastward freight trains, Rice **Hill to foot of grade, and from Divide to Comstock, westward. Westward freight trains must stop at Dimmick sufficient time to allow trainmen to turn up all retainers. Trains handling logs use retainers Macleay to Geer.**

USE OF "19" FORM TRAIN ORDER RESTRICTING TRAINS WITHIN AUTOMATIC BLOCK SIGNAL LIMITS.

33. Within automatic block signal limits, between Portland and west switch at Hito and between Hugo and Cornutt the note under Rule 211 is modified as follows:

The use of Form "31" train order may be discontinued, except when orders are to be delivered to a train at a point not a telegraph station, restricting its superiority, in which case Rule 217 must be complied with, or, when necessary to restrict a train that has been cleared, Rule 219 must be complied with, or when issuing an order Form "G," example "3," or when giving any train right over all trains, or when reducing time order where necessary that Dispatcher have signature of superior trains before completing order to inferior train.

When orders are issued to a superior train within these block signal limits, restricting its superiority at a point outside of block signal limits, Form "31" must be used.

When a Form "19" train order restricting the superiority of a train is issued for it at the point where such superiority is restricted, the train must be brought to a stop before the delivery of the order.

Rule 251 is amended to read as follows:

In sending and repeating train orders by telephone or telegraphone they will be transmitted and repeated as per following example:

Second No. 25 Eng. 3205 wait at Newhall until

Nine fifty 950 P. M. for extra 2756 east.

The order should appear as quoted above when ready for delivery.

The manner of sending or repeating the order is as follows:

First pronounce the word "Second" and then spell it thus: "S-e-c-o-n-d"; pronounce the word "Number" which will be abbreviated by "No."; pronounce the figures 2-5 and follow by spelling each digit, thus "T-w-o f-i-v-e"; pronounce the word "Engine" which may be abbreviated in the order as "Eng"; pronounce the engine number in figures as "3-2-0-5" then follow by spelling each figure as "t-h-r-e-e t-w-o n-a-u-g-h-t f-i-v-e"; pronounce the words "wait at," then pronounce the station name and follow by pronouncing each letter of the station name, as "N-e-w-h-a-l-l"; pronounce the word "until" then pronounce the time "950" in the usual manner, then follow by spelling each word in the time, as "n-i-n-e f-i-f-t-y," then pronounce the figures "9-5-0" followed by "P. M."; pronounce the word "for" also "Extra," then name each figure in the number as "2-7-5-6" followed by spelling, as "t-w-o s-e-v-e-n f-i-v-e s-i-x," and then pronounce the word "East."

You will note that the words "Number," "Wait at," "for," "Extra" and "East" are merely pronounced and should not be spelled.

AUTOMATIC BLOCK SIGNALS

35. Rule 504 is amended as follows:

When a train is stopped by a block signal, it may proceed when the signal indicates proceed.

On **SINGLE TRACK.** Send a flagman in advance immediately, wait at least 5 minutes after the flagman has started, and then follow the flagman to the next distant or home block signal, in proceed position, or if the next distant or home block signal in advance is in plain view and in proceed position and track ahead is seen to be clear, proceed under control, not exceeding 6 miles per hour. Flagman need precede train only to a point where the track ahead is seen to be clear to the next distant or home signal in proceed position, but train will not exceed 6 miles per hour to such block signal.

On **DOUBLE TRACK.** A train may proceed immediately, running under control not exceeding 6 miles per hour, to the next distant or home block signal in advance, except that a flagman must precede the train when view is obscured by weather conditions, tunnels, or other obstructions.

Exceptions: (a) Between signal bridge west of telegraph office, Brooklyn, and Clay Street, trains stopped by block signals 7666, 7672, 7678, 7686, 7687, 7679 and 7673 will wait 1 minute and may then proceed under control not exceeding 6 miles per hour to next clear distant or home block signal, and flagman need not precede train.

(b) A train stopped at home signal on account of opposing train which can be seen taking siding, may immediately proceed at speed not exceeding 6 miles per hour, to fouling point, provided track is seen to be clear to the fouling point.

(c) When a branch train is stopped by signal 7657 and opposing train is standing on main track clear of junction switch at Willsburg Junction, it may proceed immediately under control, not exceeding 6 miles per hour to junction switch, providing track is seen to be clear to that switch.

(d) When a train which is to take siding at meeting or passing point, or is to enter terminal yard, finds home signal other than interlocking signal in stop position on account of train to be met or passed standing on the main track, or on account of switch being lined up for receiving track, it may pass the home signal without stopping, when a train man or switch tender is at the home signal giving proceed signals to indicate that switch is open, and may enter siding or receiving track at speed not exceeding 6 miles per hour, provided switch is seen to be open and track clear to fouling point of switch.

(e) A train stopped by a home signal "of station set" not in continuous block signal limits or by the last home signal in continuous block signal limits, will be governed by Amended Rule 504. Except will flag to distant signal or sign board indicating end of track circuit. If distant signal or sign board is in clear view and track ahead is seen to be clear, proceed under control not exceeding 6 miles per hour.

(f) When a light engine with only engineer and fireman in charge is stopped by a home block signal, fireman will first comply with Rule 99, except after going back required distance and placing torpedoes, will leave all torpedoes down and return to engine (providing he does not see or hear an approaching train) without being recalled, and then be governed by Amended Rule 504.

(g) When block signal light is not burning, (except between Jefferson street and Jean between Sheridan street, Portland, and Beaverton, and between Matson and Newton) enginemen will reduce speed sufficiently to observe number of signal, be governed by its position and report from first open telegraph office from which report can be made without delay to train.

Automatic block signals between Jefferson street and Jean between Sheridan street, Portland, and Beaverton, and between Matson and Newton; give light indications only and if lights are not burning trains will stop and be governed by amended Rule 504 and Special Instructions.

(h) Normal indication home block signals at Willsburg Junction, Albany Junction and Springfield Junction on Milwaukie, Tallman and Oakridge Branches is stop. If signals do not clear after switches are lined for branches be governed by amended Rule 504.

(i) Eastward main line trains holding meet or waiting for opposing trains to enter Tallman Branch at Albany Junction and Milwaukie Branch at Willsburg Junction will stop West of sign "Block Signal Limit," located about 2000 feet west of Albany Junction and west of block signal 7646 west of Willsburg Junction. Eastward trains occupying main track at East Milwaukie to be met will stop west of sign reading "Overlap," located 500 feet west of east switch.

(l) When trains leave continuously block signalled track, a red fusee will be left near the last signal, when it is possible a train is following less than 10 minutes.

(k) Flagman preceding a train stopped by a block signal will watch carefully for broken rails or other defects of track, and when trains are authorized to proceed at 6 miles per hour without flagman in advance, both engineman and fireman will watch carefully for such defects.

(l) Within block signal limits that portion of Rule 86 reading "but must be clear at the time a first-class train in the same direction is due to leave the next station in the rear where time is shown" will not apply.

(m) When the number plate of a home block signal is reversed, showing "yellow," and signal indicates "Stop," train may pass without stopping, but, unless otherwise directed by train order or bulletin, will proceed with caution to the next signal.

(n) At stations where block signal station protect sets are installed trains must be spaced 10 minutes.

Station protect sets are located at Rogue River, Merlin, Myrtle Creek, Dole, Dillard, Oakland, and Jefferson.

INTERLOCKING PLANTS.

47. Eugene-Springfield Street Car Line crossing, between Eugene and Springfield Junction.

Willamette Valley Southern Crossing just east of Oregon City.
Clay Street.
Willamette River Bridge between East Portland and Portland.
Northern Pacific Terminal Company Yard, Portland.
Siuslaw River bridge, just east of Cushman.
Umpqua River bridge, between Gardiner and Reedsport.
Coos Bay bridge, between Coos and North Bend.
Oregon Electric crossing between Tigard and Robinson.
Oregon Electric crossing just east of Beaverton.
Willamette River Bridge between Salem and Pinckney.

Rules 630 and 663 are amended as follows:

"630. Hand signals must not be used when the proper indication can be displayed by the interlocking signals. When hand signals are necessary the signalman must assure himself that the switches are properly lined and that the route is clear. Signals must be given from such a place on the ground, and in such a way, that there can be no misunderstanding on the part of train or enginemen for which they are given.

A yellow flag must be used by day, and a yellow light by night, in giving hand signals."

"663. Enginemen and trainmen must not accept a hand signal to proceed against an interlocking signal, except as provided in Amended Rule 630. When hand signals are given for a train to pass an interlocking signal indicating "stop," train must be brought to stop and then proceed under control not exceeding 6 miles per hour, keeping a sharp lookout for open derails and trains on conflicting routes.

Hand signals authorize movement only through the interlocking limits governed by the inoperative signal, and not through the automatic portion of the block, if any."

Exceptions:

(a) At W. V. S. railroad crossing just east of Oregon City the normal position of the signals and derailers governing the Interlocking Plant are proceed and derailers closed for Southern Pacific trains. When these signals are at "Stop," the Conductor or person in charge of the train must send 2 flagmen ahead in order to pass signals, and after careful inspection, when it is known there is no one in the Interlocking station to operate the plant, and that the signals are at stop and derailers governing the movement of W. V. S. trains are set to derail, and that derailers on either side of the crossing governing Southern Pacific trains are closed and route known to be clear for Southern Pacific trains, flagmen by night will give "proceed" signal with a white light—by day, hand "proceed" signal.

(b) At Hawthorne Ave. Portland, trains will accept signals from signalmen in **tower to move through interlocking plant when signals are not in working order.**

(c) Interlocking plant Willamette River Bridge between East Portland and Portland are governed by O. W. R. & N. rules, the following whistle signals will be used for movements through this interlocking plant:

To Portland,	1 long: ———
To Albina,	1 long, 1 short: ——— o
To Graham (Sullivan gulch line),	2 long: ——— ———
To S. P. Main Line,	1 short, 1 long: o ———
To East Second St.,	2 short; 1 long: o o ———
To S. P. Yard,	1 short; 1 long; 1 short: o ——— o
To Transfer Track,	1 long; 1 short; 1 long: ——— o ———

STAFF SYSTEM

48. Train Staff System governs movements of trains between Springfield Jct. and Springfield and over 6th Street only between Corvallis Junction and Corvallis.

Rules Nos. 4, 5, and 455 of Train Staff System, Rules and Regulations of Transportation Department and following special instructions will govern:

(a) **To Operate Instrument:** Press bell key and hold closed until spindle handle is turned as far to right as possible and permitted to automatically return to normal position. Move staff into outer guard and revolve guard one-third turn, then withdraw staff through opening. Bell key must be held firmly closed during this operation.

☞ (b) The possession of staff is authority for train to proceed regardless of opposing trains. Trains must not pass into block without staff in its possession, except in case of failure of staff apparatus. If unable to remove staff within 5 minutes flagman will precede train through block. Train will wait 5 minutes then follow flagman under control not exceeding 6 miles per hour. Staff must not be removed from instrument until train is ready to proceed. If delayed after removing staff and before entering block, staff must be returned to instrument. Delivery of staff to engineman will be made by conductor or brakeman of his train and engineman must not accept staff from any other person. Engineman will acknowledge receipt of staff by 1 short 1 long and 1 short blast of whistle (o ——— o). Except at Corvallis.

(c) To replace staff in instrument place staff in opening of instrument and give outer guard one-third turn to right, using staff as handle, and allow staff to roll down spiral. Staff will be replaced in instrument by conductor, brakeman or engineman of his train but must not be replaced until train clears block. Under no circumstances must staff be transferred from 1 train to another but must invariably be replaced in the instrument.

(d) Second-class and extra trains must secure permission from train dispatcher if possible before removing staff at Corvallis Junction.

(e) In case a train parts or it is necessary to "double," staff must be retained by engineman until all the train is clear of block.

ABOVE INSTRUCTIONS DO NOT MODIFY SPECIAL INSTRUCTIONS NO. 2.

AUDIBLE SIGNALS AT UNPROTECTED RAILROAD GRADE CROSSINGS.

49. Following signals will govern at unprotected railroad grade crossings:

1 long blast of whistle at proper distance from crossing when approaching same.

2 short blasts after train is stopped and before passing over crossing.

Exceptions.—At crossings within city limits of Albany, Portland, Newberg and Hillsboro, it will not be necessary to give 1 long blast of whistle approaching crossing. Within city limits of Albany, Portland and Newberg, not necessary to give 2 short blasts of whistle when stop is made before passing over crossing, but give 2 short blasts before passing over O. E. crossing at Hillsboro.

MAXIMUM SPEED FOR WHICH LOCOMOTIVES ARE COUNTERBALANCED.

50. All locomotives, with the following exceptions, are counterbalanced for a speed in miles per hour equal to the number of inches in diameter of driving wheels:

Class of Locomotives	Engine Numbers	Maximum Speed in Miles per Hour	Maximum Wheel Pressure
MM-63 25-38/28 320	4200 to 4211	40	
A-84 15-25/28 110	3000 to 3009	77	48375 lbs.
A-79 15-25/28 102	3016 to 3024	67	46445 "
A-81 20/28 105	3025 to 3071	77	46380 "
T-69 21/28 149	2284, 2285, 2287 to 2289, 2292, 2293, 2295, 2296, 2298, 2299	60	44330 "
T-69 15½26/28 142	2291, 2294, 2297	62	41526 "
T-63 18/30 78	2187, 2190, 2194, 2195, 2199, 2200, 2203 to 2206	52	22750 "
E-69 18/24 69	1383, 1386, 1387, 1389, 1392, 1393, 1396, 1397	55	30190 "
E-73 18/24 63	1430 and 1432	61	27570 "
MC-57 26-40/30 394	4000 to 4016	53	43500 "
MC-57 26-40/30 398	4017 to 4028		
MC-57 26-40/30 401-S	4029 to 4043		
MC-57 26-40/30 401-S	4044 to 4048		
C-57 22/30 180	2625, 2626, 2628 to 2642, 2644 to 2651, 2653 to 2655, 2657, 2659 to 2662, 2664 to 2672, 2674, 2675, 2677, 2679	52	39650 "
C-57 22/30 187	2513 to 2591, 2800 to 2830		

Note.—Maximum speed in miles per hour is based on vertical disturbing force of counterbalance not exceeding 75% of static wheel load, and maximum wheel pressures shown obtain at speeds indicated.

The above table is for information of enginemen, and must in no way conflict with rules governing speed of trains as shown below.

SPEED RESTRICTIONS.

51. Maximum speed of any train at any point must not exceed 50 miles per hour, and no train will exceed a speed of 25 miles per hour around curves of 7 to 10 degrees, 20 miles per hour around curves 10 to 12 degrees, and 15 miles per hour around curves over 12 degrees. Maximum speed of Consolidation Engines restricted to 40 miles per hour.

52. Maximum speed of engines running light: Yard and other engines with pilots removed 20 miles per hour; Consolidation and Mikado type 35 miles per hour, engines with drivers 50 inches diameter or less 30 miles per hour; other engines 40 miles per hour.

53 Engines, when running with caboose only, will be governed by speed restrictions for light engines, but not exceed speed of 40 miles per hour.

54. Troop trains handling freight equipment must not exceed 25 miles per hour.

55. Trains handling steam relief outfit must not exceed 25 miles per hour on main line between Ashland and Portland, and 18 miles per hour on branch lines.

56. Trains handling logs must not exceed 10 miles per hour over truss bridges, around sharp curves, and passing through stations and tunnels.

57. Trains must be under control when descending grades, approaching bluffs or other points where slides are liable to occur.

58. Do not exceed 12 miles per hour passing through sidings on Main line and 10 miles per hour through sidings on branch lines.

59. Yellow flags and lamps or slow boards will be placed one-fourth mile each side of structures or pieces of track over which trains must not exceed 15 miles per hour or rate of speed specified by bulletins, train orders or slow boards.

Ashland Subdivision.

70. Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour, and Consolidation and Mikado engines 25 miles per hour between Roseburg and Green, 20 miles per hour between Pollard and Leland.

71. Mikado type engines must not exceed 15 miles per hour on curves 12 degrees or over. Curve warning signs will be placed to indicate these curves in Cow Creek Canyon at or near the following mile posts:

M. P. 513.7
M P. 514.2
M. P. 514.5
M. P. 515.3
M. P. 515.5
M. P. 516.2
M. P. 521.4
M. P. 521.7
M. P. 525.2
M. P. 525.5
M. P. 527.8
M. P. 528.2
M. P. 539.2
M. P. 539.4

72. Trains must not exceed 10 miles per hour passing over street car crossing 6th Street, Medford.

Roseburg Subdivision.

78. Pacific type, Atlantic type, and 2300 class engines restricted to 30 miles per hour between mile posts 642 and 645, and 30 miles per hour between Sutherlin and Roseburg. Consolidation and Mikado engines 25 miles per hour between mile posts 642 and 645, and Sutherlin and Roseburg.

79. Passenger trains, backing, must not exceed 10 miles per hour between Eugene Passenger Station and Home and Distant Signal No. 6482; 15 miles per hour between Home and Distant Signal No. 6482 and East main track switch of siding Blair.

Portland Subdivision—Main Line

85. Trains must reduce speed to 20 miles per hour over Willamette Valley Southern Railway crossing east of Oregon City; 15 miles per hour over grade crossings between Brooklyn and Willsburg Junction; passing shop buildings, Brooklyn; over Willamette River Bridge, Portland.

Woodburn-Springfield Branch.

91. Engines over 113,000 pounds on drivers must not exceed 15 miles per hour between Woodburn and Silverton, and not run on sidings at Silverton, except house track and Silver Falls Timber Company's tracks.

Trains handling logs must not exceed 15 miles per hour.

Oakridge Branch.

97. Trains handling logs must not exceed 15 miles per hour.

Wendling Branch.

103. Trains handling logs must not exceed 15 miles per hour.

Yaquina Branch.

106. Trains must not exceed 15 miles per hour through tunnels.

Willamette River Bridge, Albany, call for signals before reaching bridge. Stop unless proceed signal is received from bridge watchman and do not exceed 15 miles per hour over river span and draw.

Mill City Branch.

107. Reduce speed to 15 miles per hour over spans South Santiam River Bridge 699-B.

Trains handling logs must not exceed 12 miles per hour between Idanha and Gates and 15 miles per hour between Gates and Albany.

Coos Bay Line.

108. Reduce speed to 10 miles per hour on draw spans between Siuslaw and Umpqua Rivers, Coos Bay, Coalbank Slough drawbridge, Bridges 793 E, F and G, Baker Creek bridge No. 10, Coquille River bridges 1, 2, 6, 7, 8, 9, 12, 13, and Tunnel 1.

109. Trains handling logs between Eugene and Marshfield will not exceed 18 miles per hour; Marshfield and Myrtle Point 10 miles per hour, Myrtle Point and Powers 15 miles per hour, Beaver Hill Jct. and Beaver Hill 6 miles per hour.

Trains handling logs must stop before entering Tunnels 14 and 20 westward and 13 and 18 eastward, inspect cars carefully for broken stakes, shifted loads, etc.

Newberg Branch.

110. Trains must reduce speed to 15 miles per hour over crossing at Northwest Steel Co.'s plant near Turntable.

Engines 160,000 lbs. or over must not exceed 18 miles per hour between Oswego and Cook.

Trains handling logs must not exceed 20 miles per hour between Goodin and Oswego.

Trains handling cars weighing 150,000 lbs. or over will not exceed 12 miles per hour in passing over trestle 770-B and 772-H between Rivera and Southern Portland.

Milwaukie and Tigard Branches.

113. Engines 160,000 lbs. or over must not exceed 18 miles per hour.

Tillamook Branch.

116. 2900-class engines coupled must not exceed 12 miles per hour over Wolf Creek Span between Cochran and Mayo.

Reduce to 12 miles per hour over double road crossing just west of Bay City.

Freight Trains must not exceed 12 miles per hour descending grades Fernwood and Belding.

West Side Branch.

120. Trains must reduce speed to 6 miles per hour passing over facing point spring switches on 4th and Jefferson Sts., Portland; 10 miles per hour on 4th and Jefferson Streets, Portland.

Trains reduce speed to 15 miles per hour 100 feet before reaching and passing over public road crossing Raleigh and keep sharp lookout for automobiles and other vehicles.

Engines over 122,000 lbs. on drivers must not exceed 25 miles per hour between McMinnville and Beaverton.

8-wheel engines over 75,000 lbs., 10-wheel and Mogul engines over 100,000 lbs. and 12-wheel engines over 125,000 lbs. on drivers must not exceed 10 miles per hour in passing over Marys River Bridge, Corvallis.

Alpine and Bellfountain Branches.

124. Engines of over 50,000 lbs. on drivers will not exceed 12 miles per hour. Trains handling logs must not exceed 8 miles per hour.

Airlie Branch.

128. Trains handling logs between Monmouth and Crisp must not exceed 12 miles per hour; Monmouth and Dallas, 15 miles per hour.

Falls City Branch.

132. Trains must reduce to 15 miles per hour over Willamette River Bridge and 6 miles per hour over Capital Street, Salem.

164. TRAINS MUST NOT EXCEED THE SPEED IN MILES PER HOUR AS SHOWN BELOW. THIS DOES NOT AUTHORIZE EXCEEDING SPEED RESTRICTIONS SPECIFIED ON PAGE 22.

Page		Passenger	Freight	Engines Backing
2	Ashland—Grants Pass	45	30	20
2	Grants Pass—Glendale	35	20	15
2	Glendale—Reuben	45	20	20
2	Reuben—M. P. 539.4	25	18	15
2	M. P. 539.4—Roseburg	45	25	15
3	Roseburg—Sutherlin	35	20	15
3	Sutherlin—M. P. 602	40	20	15
3	M. P. 602—Comstock	45	30	15
3	Comstock—Divide	25	18	15
3-4-5	Divide—Flander	50	30	20
4-5	Flander—Portland	50	30	15
6–7	Woodburn—Silverton	40	25	15
6–7	Silverton—Coburg	30	20	15
6–7	Coburg—Springfield	40	25	15
8	Springfield Jct.—Natron	30	20	15
8	Natron—Oakridge	40	30	15
8	Mohawk Junction—Wendling	25	18	12
8	Albany Junction—Tallman	30	25	20
8	Salem—Geer	35	25	15
8	Canby—Molalla	30	20	20
9	Albany—Philomath	35	20	18
9	Philomath—Yaquina	25	18	10
9	Albany—Gates	25	18	15
9	Gates—Idanha	20	15	12
10-11	Eugene—Marshfield	35	25	15
11	Marshfield—Coquille	25	18	10
11	Coquille—Powers	25	18	15
12-13	Jefferson St.—Oswego	50	20	15
12-13-14	Oswego—Middleton	50	30	15
12-13-14	Middleton—Springbrook	25	15	10
12-13-14	Springbrook—St. Joseph	50	30	20
14	Willsburg Junction—Wilsonia	40	30	20
14	Cook—Beaverton	40	30	20
14-16-17-18	Portland—Corvallis	50	30	20
15	Hillsboro—Banks	45	30	20
15	Banks—Buxton	30	20	15
15	Buxton—Timber	25	15	10
15	Timber—Enright	20	15	10
15	Enright—Wheeler	25	18	10
15	Wheeler—Tillamook	30	20	12
18	Corvallis—Transfer	40	30	20
18	Alpine Junction—Glenbrook	20	15	10
18	Bailey Junction—Dawson	20	15	10
19	Whiteson—Smithfield	25	18	15
19	Smithfield—Dallas	25	18	10
19	Dallas—Airlie	25	18	15
19	Broadmead—Willamina	25	18	15
20	Salem—Dallas	35	20	15
20	Dallas—Falls City	30	18	12
20	Falls City—Black Rock	20	15	10

165. Speed of trains regulated by ordinance through city limits.

	Miles per hour		Miles per hour
Talent	15	Lebanon	12
Medford	16	Brownsville	10
Central Point..5 a. m. to 10 p. m.	20	North Bend	25
Rogue River	20	Marshfield	15
Roseburg	15	Oswego	10
Yoncalla	15	LaFayette	15
Cottage Grove	15	Milwaukie	12
Creswell	12	Beaverton	8
Eugene	15	Hillsboro	15
Junction City	10	Cornelius	12
Harrisburg	20	Forest Grove	15
Halsey	15	Gaston	15
Albany	12	Carlton	10
Jefferson	20	McMinnville	15
Turner..........6 a. m. to 8 p. m.	18	Amity	10
Salem	10	Independence	12
Gervais	15	Corvallis	10
Woodburn	10	Monroe	15
Hubbard	25	Monmouth	12
Aurora	15	Dallas	12
Oregon City	15	Philomath	12
Portland	10		

SPEED TABLE.

Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.	Speed per Hour	1 Mile in Min. Sec.
6	10	21	2.51	31	1.56	41	1.27
8	7.30	22	2.43	32	1.52	42	1.25
10	6	23	2.36	33	1.49	43	1.23
12	5	24	2.30	34	1.45	44	1.21
15	4	25	2.24	35	1.42	45	1.20
16	3.45	26	2.18	36	1.40	46	1.18
17	3.31	27	2.13	37	1.37	47	1.16
18	3.20	28	2.8	38	1.34	48	1.15
19	3.9	29	2.4	39	1.33	49	1.13
20	3	30	2.0	40	1.30	50	1.12

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM THE NEAREST RAIL, MAIN TRACK.

Mile Post	Between	Clearance		Obstruction
		Over-head	Side	
	Ashland Subdivision.			
456-E	Ray Gold-Gold Hill	....	5.1	Rogue River Xing.
490	Hugo-Leland	19.0	4.8	Tunnel No. 9.
505	Wolf Creek-Glendale	17.8	4.5	Tunnel No. 8.
509-D	Glendale-Lystul	....	5.1	Cow Creek.
514	Reuben-Brandt	18.1	5.0	Tunnel No. 7.
514	Reuben-Brandt	17.4	5.0	Tunnel No. 6.
515	Reuben-Brandt	18.2	5.0	Tunnel No. 5.
516	Reuben-Brandt	18.1	5.0	Tunnel No. 4.
518	Brandt-West Fork	19.0	5.0	Tunnel No. 3.
521	Brandt-West Fork	19.2	5.0	Tunnel No. 2.
521-A	Brandt-West Fork	....	5.0	Cow Creek.
521-C	West Fork-Cow Creek	....	5.2	W. Fork Creek Xing.
530-8	Union Creek-Peck	18.8	4.9	Tunnel No. 1.
550-B	Weaver-Myrtle Creek	....	5.1	S. Umpqua Riv. Xing.
	Roseburg Subdivision.			
578-B	Winchester-Wilbur	....	5.1	N. Umpqua Riv. Xing.
589-I	Oakland-Youngs	....	5.0	Calapooia Riv. Xing.
607-F	Devore-Drain	....	5.0	Elk Creek Xing.
608-F	Devore-Drain	....	5.0	Pass Creek Xing.
610-G	Krewson-Leona	....	5.0	Pass Creek Xing.
625-D	Latham-Cottage Grove	....	5.0	Coast Fork R. Xing.
627-D	Cottage Grove-Saginaw	....	5.0	Coast Fork R. Xing.
	Portland Subdivision—Main Line.			
663-A	Junction City-Virgil	....	5.1	Willamette R. Xing.
682-A	Shedd-Tangent	....	5.1	Calapooia Riv. Xing.
699-A	Millersburg-Jefferson	....	5.0	Santiam River Xing.
743-D	Aurora-Barlow	....	5.0	Pudding River Xing.
757-G	Park Place-Clackamas	....	5.1	Clackamas Riv. Xing.
770	East Morrison St.-Portland	21.0	....	Burnside Bridge.
	Woodburn—Springfield Branch.			
706-D	West Stayton-N. Santiam	20.0	....	N. Santiam R. Xing.
701-B	West Scio-Gilkey	....	5.0	Thomas Creek Xing.
698-G	Gaines-Crabtree	19.8	4.6	Crabtree Creek Xing.
689-E	Brewster-Lebanon	....	5.0	S. Santiam Riv. Xing.
671-F	Brownsville-Twin Buttes	....	5.0	Calapooia Riv. Xing.
650-D	Coburg-Armitage	19.0	5.9	McKenzie Riv. Xing.
	Oakridge Branch.			
644-E	Springfield Jct.-Springfield	18.0	4.9	Willamette Riv. Xing.
	Wendling Branch			
649-F	Hendricks-Yarnell	20.3	5.0	McKenzie R. Xing.
651-B	Hendricks-Yarnell	20.7	4.8	Mohawk Riv. Xing.
659-G	Drury-Hyland	18.8	4.6	Mohawk Riv. Xing.
	Molalla Branch			
748-E	Canby-Kraft	....	5.5	Adkins Road Xing.
749-G	Rames-W. V. S. Xing	....	5.6	Milk Creek Xing.
751-B	Rames-W. V. S. Xing	....	5.3	Molalla River Xing.
	Yaquina Branch.			
691.9	Albany-North Albany	18.7	4.2	Willamette R. Xing.
712.4	Noon-Wrens	....	5.0	2nd Xing Marys R.
713.3	Noon-Wrens	....	4.4	3rd " " "
713.9	Noon-Wrens	....	5.0	4th " " "
714.4	Noon-Wrens	....	5.0	5th " " "
717.1	Wrens-Russell	....	5.0	7th " " "
718.9	Harris-Alder	....	5.0	8th " " "
	Yaquina Branch—Continued.			
719.4	Harris-Alder	....	5.0	9th Xing Marys R.
719.7	Harris-Alder	....	5.0	10th " " "
720.3	Harris-Alder	....	5.0	11th " " "
720.6	Harris-Alder	....	5.0	12th " " "
720.8	Harris-Alder	....	5.0	13th " " "
720.9	Harris-Alder	....	4.5	14th " " "
730.3	Summit-Nashville	17.5	4.4	Tunnel No. 22.
732.0	Summit-Nashville	17.0	4.7	Tunnel No. 23.
739.2	Nortons-Eddyville	....	4.9	3rd Xing Yaquina R.
739.4	Nortons-Eddyville	....	4.4	4th " " "
743.7	Nortons-Eddyville	....	4.3	5th " " "
745.8	Eddyville-Chitwood	....	4.3	6th " " "
748.7	Eddyville-Chitwood	....	5.0	7th " " "
751.3	Chitwood-Morrison	....	5.0	8th " " "
751.6	Chitwood-Morrison	....	5.0	9th " " "
751.8	Chitwood-Morrison	....	5.0	10th " " "
752.2	Chitwood-Morrison	....	5.0	11th " " "
752.4	Chitwood-Morrison	17.7	5.0	Tunnel No. 24.
752.5	Chitwood-Morrison	....	4.3	12th Xing Yaquina R.
752.8	Chitwood-Morrison	....	4.3	13th " " "
769.8	Moody	....	4.4	Boone Slough Xing.
	Mill City Branch			
699.2	Bussard-Thomas	19.2	5.0	So. Santiam R. Xing.
700.6	Thomas-Munkers	18.6	4.1	Thomas Creek Xing.
726	Mill City	19.0	4.4	North Santiam River.
737.1	Halstead-Granite Mountain	....	5.0	Sardine Creek Xing.
744.3	Breitenbush-Detroit	....	4.6	Breitenbush R. Xing.
	Marshfield Subdivision.			
656.2	Jetson-Crow	....	5.0	Coyote Creek Crossing
664.1	Elrus-Sailor	....	5.0	2nd Xing Long Tom Crk.
664.6	Sailor-Noti	....	5.0	3rd Xing Long Tom Crk.
664.9	Sailor-Noti	....	5.0	4th Xing Long Tom Crk.
665.5	Noti-Vaughn	....	5.0	Elk Creek Xing
680.2	Joler-Austa	....	5.0	3rd Xing Wild Cat Creek
683.4	Rollo-Richardson	....	5.0	2nd Xing Siuslaw River
690.8	Beecher-Nekoma	....	5.0	3rd Xing Siuslaw River
691.1	Beecher-Nekoma	....	5.0	4th Xing Siuslaw River
694.5	Nekoma-Swisshome	....	5.0	5th Xing Siuslaw River
694.7	Nekoma-Swisshome	....	5.0	6th Xing Siuslaw River
696.7	Nekoma-Swisshome	....	5.0	Lake Creek Xing
710.1	Beck-Betzen	21.0	....	Overhead Conveyor
716.6	Cushman-Siboco	....	5.0	7th Xing Siuslaw River
739.7	Gardiner-Reedsport	....	5.0	Umpqua River Xing
763.9	Coos-North Bend	....	5.0	Coos Bay Xing
793.6	Norway-Myrtle Point	....	5.0	1st Xing Coquille River
796.2	Myrtle Point-Broadbent	....	4.9	Coquille River Bridge (1)
797.6	Myrtle Point-Broadbent	....	4.9	Coquille River Bridge(2)
800.1	Broadbent-Warner	....	4.9	Coquille River Bridge(6)
801.2	Broadbent-Warner	....	4.9	Coquille River Bridge(7)
802.3	Warner-Rowland	....	4.9	Coquille River Bridge(8)
808.2	Rowland-Fensler	....	4.9	Rowland Crk. Bridge (9)
808.7	Rowland-Fensler	....	4.9	Tunnel No. 1
811.6	Fensler-Powers	....	4.9	CoquilleRiverBridge(12)
	Milwaukie Branch.			
768-E	Menefee-Oswego	....	5.2	Willamette R. Xing.
	Tillamook Branch.			
789.6	Walcott-Castor Creek	21.8	....	Tunnel No. 25.
801.8	Cochran-Mayo	21.4	....	Tunnel No. 26.
803.6	Cochran-Mayo	21.5	5.0	Tunnel No. 27.
805.7	Mayo-Enright	21.8	....	Tunnel No. 28.
805-F	Mayo-Enright	20.8	4.8	1st Xing Salmonberry R
805-G	Mayo-Enright	20.7	4.7	2d Xing Salmonberry R
805-H	Mayo-Enright	21.8	4.5	3rd Xing Salmonberry R
806.2	Mayo-Enright	21.5	....	Tunnel No. 29.
806-D	Mayo-Enright	19.0	4.7	4th Xing Salmonberry R
806-E	Mayo-Enright	20.8	4.7	5th Xing Salmonberry R
806-F	Mayo-Enright	18.2	4.8	6th Xing Salmonberry R
809.9	Mayo-Enright	21.1	....	Tunnel No. 35.
810.7	Mayo-Enright	21.7	....	Tunnel No. 36.
811-M	Enright-Salmonberry	18.6	4.5	7th Xing Salmonberry R
814-A	Enright-Salmonberry	19.1	5.0	8th Xing Salmonberry R
815-A	Enright-Salmonberry	21.0	5.0	9th Xing Salmonberry R
815-D	Salmonberry-Rector	21.3	5.0	1st Xing Nehalem R.
830-F	Batterson-Mohler	21.6	5.0	2nd Xing Nehalem R.
846-I	Miami-Hobsonville	....	5.2	Miami R. Xing.
848-O	Hobsonville-Bay City	21.4	....	Tunnel No. 37.
852-E	Idaville-Tillamook	....	5.2	Kelchis R. Xing.
854-A	Idaville-Tillamook	....	5.2	Wilson R. Xing.

LIST OF STRUCTURES THAT HAVE AN OVERHEAD CLEARANCE OF LESS THAN 22′ 0″ AND A SIDE CLEARANCE OF LESS THAN 6′ 0″ FROM THE NEAREST RAIL, MAIN TRACK.

Continued.

Mile Post	Between	Clearance Over-head	Clearance Side	Obstruction
		Newberg Branch.		
774.4	Jefferson St.-Turntable......	19.5	....	Overhead Road Xing.
774.5	Jefferson St.-Turntable......	20.1	....	O. E. Overhead Xing.
		West Side Branch.		
731-E	McMinnville-Whiteson......	20.5	5.0	S. Yamhill R. Xing.
702-D	Parker-Suver...............	19.6	....	Luckiamute River Xing.
688-B	Corvallis-Burgess..........	....	5.6	Marys River Xing.
		Willamina Branch.		
745-D	Sheridan-Shipley...........	....	4.6	S. Yamhill R. Xing.
		Airlie Branch.		
749-L	Polk-Dallas................	....	4.3	La Creole Riv. Xing.
762-C	Monmouth-Luckiamute......	18.3	4.2	Luckiamute R. Xing.
		Falls City Branch.		
725-B	Horsford-McNary...........	....	4.5	La Creole R. Xing.
742-D	Carey-Falls City...........	....	4.9	Little Luck. R. Xing.
743-B	Falls City-Camp 2.........	....	4.9	" " " "
744-B	Falls City-Camp 2.........	....	4.9	" " " "
745-F	Falls City-Camp 2.........	....	4.9	" " " "
747-B	Black Rock-Wye...........	....	4.9	" " " "
		Electric Lines.		
......	Electric Zone..............	....	5.5	Trolley Poles.

171. Train and Enginemen are cautioned to watch closely for impaired clearance signs.

172. Trolley wires running through Willamette River Bridge 644-E between Springfield Jct. and Springfield, South Yamhill River Bridge 731-E between McMinniville and Whitson, and Luckiamute River Bridge 702-D between Parker and Suver will not clear man on top of box car. Trainmen must not ride on top of cars passing through these spans.

MAIN TRACK LINEUP AT JUNCTIONS.

180. Eugene Siding, on Main Line, extends from Block Signal No. 6477, westward 2315 feet.

181. Blair Siding, on Main Line, extends from Block Signal No. 6477 eastward 6852 feet.

182. Coos Bay line ends at Blair at switch connecting with siding which extends to Eugene parallel to main line and is track nearest to Eugene passenger station. Trains must not use this siding when such use will interfere with the movement of branch line first-class trains. Switch at junction of Coos Bay Line main line and siding at Blair must be left set and locked for Coos Bay Line main line.

183. Yaquina Branch main track ends at switch at east end of curve connecting **with track parallel to main line in east end of Albany yard which is track nearest the passenger station. Trains must not use this track when it will interfere with the movement of branch trains.**

184. Geer Branch, Salem, ends at signboard at M. P. 726.1 Geer Branch, **east of passenger station. Trains must not use track between signboard at M. P. 726.1 and switch connecting with siding in front of passenger station when such use will interfere with movement of branch trains.**

185. Canby siding extends from Block Signal No. 7468 westward 2040 feet. Flander siding extends from Block Signal No. 7468 eastward 4070 feet. Molalla Branch ends at Flander at west wye switch conecting with the siding which extends to Canby. West wye switch must be set and locked for the siding. Second-class and extra trains using Flander siding and the east end of Canby siding will arrange so that Molalla Branch trains, which will use Flander siding and Canby siding between Flander and Canby, are not delayed in moving to and from Canby station. Main Line trains using either siding may move between Canby and Flander through sidings under control.

186. Junction switches at Geer must be left set and locked for the Woodburn-Springfield Branch.

187. Junction switches at Tallman will be left set and locked for movement via Tallman Branch.

188. Main track Oakridge Branch will be operated with switches lined and locked for Eugene—Springfield street car line at Springfield Junction and East leg of wye at Springfield. Junction switch (west leg of wye Springfield) must be left set and locked for movement via Oakridge Branch.

189. Junction switch at Mohawk Jct. must be left set and locked for movement via Wendling Branch.

190. At Larson east switch will be lined for siding. West switch will be lined for main track. Switch to Hammond Lumber Co. spur will be lined for spur, thus acting as derail.

191. Junction switches at Oswego and Cook must be left set and locked for **movement via Newberg Branch.**

192. The track between Meridian, Newberg Passenger Station and First St. **is the main track and will be used by electric passenger trains only. The track between Meridian, Newberg Freight Station and First St. is a siding and will be used by steam trains and must be kept clear.**

193. Switch on 4th Street at 4th and Jefferson Streets, Portland, is a spring switch and will be left as used.

194. Junction switch at Beaverton must be left set and locked for movement via West Side Branch.

195. Junction switches at Tillamook Jct. and Range must be left set and locked for movement via Hillsboro City Station.

196. Junction switch east of freight station at Hillsboro must be left set and locked for movement via Tillamook Branch.

197. The track via Hillsboro Electric Station between Tillamook Junction and Range, will be the main track for the Beaverton-Forest Grove Line, and only eletcric passenger trains are permitted to use it. All steam trains via Beaverton-Forest Grove Line must use the Tillamook Branch main track and freight yard tracks between Tillamook Junction and Range.

West Wye switch in Hillsboro freight yard at Range will be left set and locked for movement via Tillamook Branch, and East Storage switch will be left set and locked for storage track to serve as a derailer to protect electric main track.

198. The track between Catching, Forest Grove and Detour is the main track and will be used by electric trains only. The track between Catching, Carnation and Detour is a siding and will be used by steam trains and must be kept clear.

199. Junction switches at St. Joseph must be left set and locked for movement via Newberg Branch.

200. Junction switches at Whiteson must be left set and locked for movement via West Side Branch.

201. Switches at Corvallis and Corvallis Jct. must be left set and locked for movement between Wellsdale and Philomath via 6th St. Line. The 9th St. track between Corvallis Jct. and connection with Yaquina Branch west of freight station, Corvallis, is a siding and must be kept clear of cars. Yaquina Branch freight trains will move via 9th St. line. All other trains via 6th St. line.

202. Junction switches at Alpine Jct. must be left set and locked for movement via West Side Branch.

203. Junction switch at Transfer must be left set and locked for Coos Bay Line.

204. Junction switch at Bailey Jct. must be left set and locked for Alpine Branch.

205. Junction switches at Broadmead must be left set and locked for movement via Willamina Branch.

206. Junction switches at Dallas must be left set and locked for movement via Dallas and Salem line.

WEIGHTS TO BE USED IN FIGURING TONNAGE OF PASSENGER TRAINS.

Kind of Car	Wood	Steel	Steel Under-frame
Baggage..............................	75,000	91,000	....
Baggage, (Dynamo).................	....	101,000	....
Baggage and Mail 60′..............	....	97,000	92,000
Baggage and Mail 69′..............	75,000	122,000	....
Baggage and Passenger.............	65,000	....	....
Buffet.................................	....	131,000	122,000
Buffet, (Dynamo)....................	....	146,000	....
Business..............................	108,000	179,000	136,000
Chair..................................	84,000	98,000	....
Coaches...............................	75,000	95,000	....
Dining.................................	131,000	146,000	138,000
Express, Horse.......................	79,000	....	....
Express. Refr. (Am. Ry. Exp.) 40 to 154	....	....	78,000
" " " 155 to 224	....	....	89,000
" " " 500 to 506	....	....	110,000
" " " 1101 to 1175	....	....	85,000
" " " (GN RR)	70,000	....	....
" " " (NP RR)	60,000	....	74,000
Observation...........................	122,000	144,000	128,000
Postal 40′............................	....	72,000	....
Postal 60′............................	....	111,000	....
Pullman, Observation................	124,000	148,000	142,000
Pullman, Parlor......................	115,000	149,000	142,000
Pullman, Standard Sleeper..........	125,000	152,000	145,000
Pullman, Tourist.....................	94,000	....	133,000
Tea and Silk..........................	48,000		

YARDS.

210. Yards are established at following stations:

ASHLAND
MEDFORD
(Medford, yard limits extend to yard sign east of Crater Lake Jct.)
GRANTS PASS
GLENDALE
WEST FORK
ROSEBURG
DRAIN
EUGENE
(Eugene, yard limits extend to yard signs 1000 feet west of E.-S. Crossing east of Blair and east of Danebo.)
JUNCTION CITY
(Junction City, yard limits extend to yard sign west of Swain.)
ALBANY
(Albany, yard limits extend to yard sign west of Albany Junction.)
SALEM
(Salem, yard limits extend to yard signs east of Fair Grounds, west of South Salem, west of West Salem, and east of passenger station on Geer Branch.)
WOODBURN
(Woodburn, yard limits extend to yard sign west of South Woodburn.)
CANBY
PORTLAND
(Portland, yard limits extend to yard signs west of Willsburg Junction, Hooker St. and east of Turntable.)
SILVERTON
GEER
SHELBURN
LEBANON
TALLMAN
BROWNSVILLE
SPRINGFIELD
(Springfield, yard limits extend to yard signs east of Fisher-Balle Mills, and west of Mohawk Junction; also includes cut-off between Springfield and Springfield Junction.)
WENDLING
MOLALLA
REEDSPORT
MARSHFIELD
Marshfield, yard limits extend to yard signs east of Mill Spur and west of North Bend.
OVERLAND
MYRTLE POINT
POWERS
OSWEGO
(Oswego, yard limits extend to yard sign east of Wilsonia.)
COOK
(Cook, yard limits extend to yard signs east of Bryant, west of Jean, and west of west wye switch on Tigard Branch.)
BUXTON
TIMBER
COCHRAN
ENRIGHT
WHEELER
TILLAMOOK
BEAVERTON
(Beaverton, yard limits extend to yard sign east of Reynolds.)
REEDVILLE
HILLSBORO
(Hillsboro, yard limits extend to yard signs east of Tillamook Junction west of Range and west of Mahan.)
FOREST GROVE
ST. JOSEPH
McMINNVILLE
WHITESON
GERLINGER
(Gerlinger, yard limits extend to yard sign east of Thielson.)
INDEPENDENCE
CORVALLIS
(Corvallis, yard limits extend to yard signs east of Corvallis Junction, and west of Burgess.)
MONROE
(Monroe, yard limits extend to yard sign east of Alpine Junction.)
ALPINE
(Alpine, yard limits extend from yard sign east of siding to Glenbrook.)
DAWSON
(Dawson, yard limits extend from yard sign east to stop sign west of Dawson.)
BROADMEAD
DALLAS
AIRLIE
WILLAMINA
FALLS CITY
BLACK ROCK
(Black Rock, yard limits extend to yard sign east of Camp 2.)
TOLEDO
(Toledo, yard limits extend to yard sign west of Altree.)
YAQUINA
MILL CITY
DETROIT
(Detroit, yard limits extend to yard sign west of Larson.)

211. Rules 93 and D-93 are revised as follows: "Within yard limits the main track may be used protecting against first class trains. All trains must approach yard limits and pass through yards under control."

212. To eliminate any misunderstanding with respect to the privilege conferred by Rule 93, at stations where yard limit boards are maintained and the view is in any manner obstructed, trains must not be backed out of siding or adverse movements made without providing the same protection required at points where yard limit boards are not maintained. Passenger trains will comply fully with Rule 99 within yard limits, the same as at points where yard limits are not maintained.

213. At Albany Jct., all branch trains will call operator Albany on telephone and obtain permission to proceed to Albany passenger station. Operator Albany when permitting this move must hold all opposing trains until the train arrives.

214. At Salem, Falls City Branch trains use main track between Lemrock and Salem passenger station. Such trains must call operator Salem on telephone from Lemrock and obtain permission to proceed to passenger station. Operator Salem when permitting this move must hold all opposing trains until the train arrives.

215. Between 6.00 p. m. and 7.00 a. m. trains using the Geer Branch between main line junction and yard limits, Salem, will move expecting to find track occupied by cars and yard engines.

216. At Dallas, all Falls City Branch trains use Airlie Branch main track between junction switch and passenger station.

LOCATION OF WATER TANKS BETWEEN STATIONS.

Main Line:
M. P. 498.4
M. P. 536.2

Yaquina Branch:
M. P. 762.3
M. P. 750.2

Mill City Branch:
M. P. 738.9

Coos Bay Line:
M. P. 690.5
M. P. 810.3

Tigard Branch:
M. P. 776.1

Tillamook Branch:
M. P. 818.5

West Side Branch:
M. P. 661.8

COMMERCIAL TRACKS NOT OTHERWISE SHOWN ON TIME TABLE.

All tracks are double enders unless otherwise specified.

Main Line:
Rosenberg Bros. M.P. 439.6—4 cars(spur)

Woodburn-Springfield Branch:
Broughton & Wiggins ...M.P. 721.1— 5 cars(spur)

Yaquina Branch:
Lincoln Co. Quarry ....M.P. 753.1—12 cars(spur)

Mill City Branch:
Warren Bros..M.P. 734.2—20 cars(spur)
Gooch Lbr. Co. M.P. 739.2— 5 cars(spur)
Camp 7.......M.P. 741.4—24 cars
Gravel Spur ..M.P. 741.7— 6 cars(spur)

Mill City Branch—Continued:
Hammond Lbr. Co. No. 1 ......M.P. 745.4—30 cars(spur)
Hammond Lbr. Co. No. 2 ......M.P. 747.2—20 cars(spur)

Coos Bay Line:
W. D. Hull Mill .......M.P. 724.6— 5 cars(spur)
Beaver Hill— End Beaver Hill Jct. Spur

Tillamook Branch:
Wheeler Lbr Co. M.P. 820.4— 6 cars
Whitney Lbr Co. M.P. 845.8—60 cars

West Side Branch:
Carnation ....M.P. 758.5—28 cars

DERAILERS IN MAIN TRACK.

222. West of Oakridge.
In old Main Line just east of First St., Newberg.
375 feet east of east switch, Glenbrook.
100 feet east of Dawson.
West of Willamina (2 derailers).
500 feet east of siding at Black Rock.

MISCELLANEOUS.

228. When engineers of less than 610 days' experience, and firemen of less than one year's experience, stand to help or doublehead a passenger train, they must handle the engine next to train, the experienced men to handle the leading engine.

229. Until the headlight of a train turned out to meet another is concealed, it is an indication that main track is obstructed. The opposing train must approach with caution, and after finding the head end of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed.

When rules require the headlight to be displayed, electric headlights on engines will be dimmed:

(a) In yards where yard engines are employed;

(b) At meeting points;

(c) Approaching stations at which stops are to be made, or where trains are receiving or discharging passengers;

(d) When standing;

(e) On two or more tracks when approaching trains running in the opposite direction.

230. When a train parts while in motion due to uncoupling by reason of knuckles slipping or opening or similar causes, conductor will personally make inspection and ascertain, if possible, the actual cause and take necessary steps to prevent a recurrence.

231. Trains consisting of more than 20 cars will cut off engine to take water, and will also cut off way cars before spotting.

232. Flues of engines must not be sanded while crossing overhead bridges.

233. Extreme care must be used in measuring oil in locomotive tanks with metal measuring stick when in electric zone to avoid contact with trolley wire.

234. When crews make several trips on same date Rule 3 will apply on first trip only.

235. All employes must put forth careful and painstaking effort to avoid fires during the dry season, be on the lookout for fires and report them promptly. Trainmen must particularly watch for fires from rear end of train.

236. Trains must not pass the switch at which an opposing train may enter the siding, when such switch is between it and train order signal in "stop" position.

237. When necessary to leave cars on siding at Cochran they must be placed 200 feet west of west cross-over switch.

238. Where practicable cars must not be left standing on sidings within 50 feet of highway crossing.

239. When cars are left on grades not protected with derailers they must be chained to rail.

240. Rule No. D-11, page 13, Current Book of Rules, regarding fusees, is modified as follows: On double track lines when a train finds a fusee burning red, train must be brought to a stop and may then proceed cautiously not exceeding 6 miles per hour to the obstruction or until clear signal is reached or until track is known to be clear. It will not be necessary to wait until red fusee has burned out. See that all precautions necessary are taken to avoid accident.

241. When one torpedo is exploded, train will stop as per Rule 15. If no person is at hand to explain the placing of torpedo, train may proceed to next station or block signal as hereinafter provided:

(a) If view is obscured by curves, fog or storm, flagman must be sent ahead and train may follow, under control, in the manner prescribed by Amended Rule 504.

(b) If track is seen to be clear, or, within automatic block signal limits, if signals indicate "PROCEED," train may proceed but will run under control, not exceeding 6 miles per hour, for a distance of one-half mile, before resuming full speed.

242. When a train stops for an unattended red signal, except a fixed signal or red fusee, flagman must be promptly sent ahead for one-half mile, and after waiting reasonable time for flagman to precede train, it will follow at a speed not exceeding 6 miles per hour through the half-mile limit.

243. Addition to Rule 16, page 18, Current Book of Rules:

(J) o o o o o o When running, Increase train heat.
(K) ———— When running, Look back for hand signals.

244. Rule 91 will not apply to movement of trains between East Morrison Street, Sheridan Street, Jefferson Street and Portland.

First paragraph of Rule 92 will not apply to trains arriving at Portland.

245. Before attempting movement over the road, the "A" frame of steam shovels must invariably be lowered.

246. When passenger equipment is occupied by passengers, the tail gates must be in position to protect all open-end vestibules. When necessary to make a separation between the cars of passenger equipment so occupied, tail gates must be in position to protect the open-end vestibules, where cut is to be made, and trainmen or yardmen making cut will be held responsible for seeing that tail gates are in proper position before separation is made.

247. When making backward movements of trains, passengers must not be permitted on rear platform.

248. Deadhead passenger equipment will not be handled in freight trains of over 30 cars. Dead engines in trains will be handled on head end not more than 8 or 10 cars from road engine.

249. When a passenger train approaches a station at which it is to stop for an opposing train, or wait according to train order, the conductor must give 1 blast of air whistle immediately after passing station 1-mile board, which the engineer must acknowledge by 2 short blasts of whistle. Should train stop short of meeting or fouling point, to do station work or for other reasons, conductor will not give proceed signal until meet has been accomplished or time specified in wait order has expired. Conductors will give first attention to observing action of engineer in stopping train at meeting or waiting points, and should there be any failure to do so will immediately use conductor's emergency valve.

250. Not more than 30 cars will be handled in Westward freight trains, Cochran to Belding, or Eastward freight trains, Cochran to Fernwood.

251. Portland Union Station: Trainmen and enginemen are subject to the rules and regulations of the Northern Pacific Terminal Company while in their yard. Speed of trains must not exceed 6 miles per hour between Front Street and the Passenger Station. United Railway tracks cross both main lines at the center line of Front Street, between the Passenger Station and the Willamette River bridge. Movements of United Railway trains approaching these crossings are not controlled by the interlocking plant. All trains moving toward these crossings must be under control, expecting to find the crossings occupied.

253. Normal position of the draw span on Coos Bay Draw Bridge, between Coos and North Bend is OPEN. In addition to ordinary draw bridge derailers, located (East—3,686 feet and West 2,061 feet from the draw), there are derailers located 90 feet either side of the draw span, which derailers are governed by dwarf signals. Normal position of these derailers close to the draw span will be OPEN, and all trains will stop for these derailers, sound 4 short blasts of the whistle, and not proceed until dwarf signal, governing the movement, indicates proceed. Trainmen must see that all traps and doors are kept closed, while passing over Coos Bay bridge.

254. Mikado engines must not be operated coupled together.

255. Engines must not be operated coupled tender to tender.

256. 2 or more engines coupled must not operate over truss bridges between Geer and Coburg.

257. Flying switches of tank cars and cars loaded with piling, explosives and live stock must not be made. Tank cars and cars loaded with piling, explosives and live stock must not be cut off while in motion. Neither may cars be kicked or dropped in on tracks against tank cars and cars loaded with piling, explosives and live stock.

258. In making up through freight trains, empty and wood frame cars must be placed behind heavy loads and in rear of train.

259. Foot notes apply to schedules of timetable under which they appear only.

260. When trains take siding at meeting points on tracks where indicators are obscured due to curvatures or obstructions, conductors of such trains will make written identification slips in duplicate, using Form 2642 "Train Register Ticket," handing 1 copy to engineer and 1 copy to conductor of train affected.

261. The following tracks will be used for meeting and passing of trains:
Junction City—Track No. 1.
Brooklyn—Track "A."
Myrtle Point-House Track.
Oswego: Track opposite station between west switch of siding and crossover to main track.
Cochran—Long siding between east Switch and crossover to main track west of station.
Bay City—Mill spur.
McMinnville: Siding on west side main track opposite passenger station.
Burgess—Track east of station signboard.

262. When doubling, engines running for water, or for any other purpose, it becomes necessary to leave a portion of a train on main track, a red flag by day and a red light by night must be placed on head car of standing cut of cars, and in addition 2 torpedoes placed not less than one-fourth mile in advance thereof.

Enginemen must know location of cars thus left standing, and must use extreme care in returning for rear portion of train.

263. Approaching tunnels by day, **when within 300 feet, headlights must be displayed and continued while passing through tunnel.**

264. Trains moving through sidings and side tracks must do so under control. See and know that track is clear. Responsibility for collision placed with entering train.

265. Trains or engines using station side to meet or pass a train discharging or entraining passengers must use care and take every precaution for their protection.

ELECTRIC LINES.

276. Electric engines must be used to move freight cars to and from old main track and city freight house at Forest Grove.

277. Eastward trains must stop before fouling the Junction switch at 4th and Jefferson Streets, Portland.

278. Trains must stop before crossing electric tracks on Jefferson Street and 4th Street, Portland; Oregon Electric tracks at Hillsboro, and Spaulding Logging Co. track at Newberg. Whenever the view of the engineman is obstructed by weather conditions or otherwise, it will be necessary to flag over these crossings.

279. The dimmer must be used on headlights of all electric trains within the city limits of Portland, as required by ordinance.

280. When necessary for eastward trains to run in 2 parts from Sheridan St., be governed by Air Brake Rule 20.

When trains run in 2 parts from Sheridan St. and Jefferson St. enginemen of rear part of eastward trains will uncouple train and move back sufficient distance to know they have control.

Enginemen of rear part of westward trains will make coupling, slack back to see if coupling is properly made, apply air brakes, cut out brake valve and remain in car until air brakes have been tested as per Air Brake Rule 17.

281. Superintendent, Assistant Superintendents, Trainmasters, Chief Train Dispatchers and Road Foremen of Engines only will be permitted to ride head end of electric trains without presentation of head end permits signed by Superintendent.

282. Fire signals at Washington, Morrison and Gibbs Sts., Portland, indicate when an alarm has been turned in and that fire apparatus may be expected to pass at any moment. These signals must be respected. Enginemen must watch for and respect signals from traffic officers at Washington and Morrison Streets.

RATING OF LOCOMOTIVES IN Ms

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Woodb'n	Woodb'n to Albany	Albany to Jct. City	Jct. City to Albany	Albany to Woodb'n	Woodb'n to Brooklyn	Jct City to Drain	Drain to Oakland	Oakland to Rosebu'g	Rosebu'g to Divide	Divide to Jct. City	Rosebu'g to West F'k	West F'k to Grant Ps	Grant Ps to Ashland	Ashland to Grant Ps	Grant Ps to Glendale	Glendale to Rosebu'g	Geer and Salem	Woodb'n to Pratum	Pratum to A'm'ville	A'm'ville to Natron	Natron to A'm'ville	A'm'ville to Pratum	Pratum to Woodb'n	M'h'k Jct to Wendl'g	Wendl'g to M'h'k Jct	Natron and Oakri d'e	Alb'y Jc to Lebanon	Lebanon to Alb'y Jct	Canby and Molalla
E—63 17/24 47 to 52	1300 to 1358	930	1280	1380	1480	1380	1230	1180	370	485	465	1180	......	......	......	......	......	950	930	930	425	790	1480	500	1205	1450	1525	1180	1380	1480	930
M—57 17/24 69	1601	1110	1480	1580	1680	1580	1405	1380	455	590	540	1380	890	430	950	1680	430	1180	1110	1110	525	1000	1680	750	1480	1650	1850	1380	1580	1680	1110
E—63 18/24 65	1385, 1395																														
E—69 18/24 65	1391																														
T—57 18/24 64 to 75	2004, 2029 to 2036, 2058, 2076, 2085, 2088, 2099, 2109	1180	1580	1680	1780	1680	1530	1430	530	630	610	1430	1030	500	980	1780	500	1275	1180	1180	550	1060	1780	790	1580	1750	1950	1430	1680	1780	1180
M—57 18/24 73	1610, 1611																														
E—62 18/24 70	1476																														
T—63 18/24 86	2127																														
E—69 18/28 75	1421																														
T—57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095, 2121	1280	1680	1780	1880	1780	1630	1580	595	730	680	1580	1155	560	1080	1880	560	1460	1280	1280	600	1200	1880	850	1680	1850	2050	1580	1780	1880	1280
T—57 18/24 81 to 94	2001, 2127, 2128, 2130 to 2152, 2161, 2171, 2172, 2185, 2186																														
T—57 18/30 79	2197																														
T—57 18/30 84	2208																														
T—63 18/30 78	2187, 2190, 2194, 2200 to 2205																														
T—63 19/24 105	2223, 2225	1400	1800	1900	2000	1900	1740	1740	650	900	770	1740	1240	600	1140	2050	600	1540	......	......	......	......	......	......	......	......	......	......	......	......	......
T—63 2026 112 to 116	2235 to 2273																														
T—69 20/26 113	2219																														
A—81 20/28 105	3067, 3068, 3070, 3071																														
T—69 20/28 134	2274	1600	2100	2500	2500	2500	2000	2000	750	1100	900	2150	1550	650	1450	2200	650	1800	......	......	......	......	......	......	......	......	......	......	......	......	......
T—69 21/28 149	2299	1800	2500	2900	F	2900	2400	2400	980	1300	1100	2450	1700	800	1600	F	800	2000	......	......	......	......	......	......	......	......	......	......	......	......	......
P—77 22/28 141 to 150	2400 to 2452, 2459																														
T—63 22/28 162	2311 to 2362	2000	2700	3100	F	3100	2600	2600	1050	1400	1200	2650	1900	950	1800	F	950	2200	......	......	......	......	......	......	......	......	......	......	......	......	......
T—69 23/28 174	2371 to 2384																														
C—57 22/34 172	2606, 2610	2600	3300	3600	F	3600	3400	3200	1230	1650	1400	3010	2450	1150	2500	F	1120	3400	......	......	......	......	......	......	......	......	......	......	......	......	......
C—57 22/30 178 to 194	2513 to 2591, 2624 to 2857																														
MK—57 23¾/30 205 to 206	3200 to 3235	2900	3630	3960	F	3960	3740	3520	1350	1815	1540	3310	2695	1215	2750	F	1230	3740	......	......	......	......	......	......	......	......	......	......	......	......	......
MK—63 26/28 210	3236 to 3270	3150	3950	4300	F	4300	4050	3800	1450	1950	1600	3650	3000	1450	3000	F	1400	4050	......	......	......	......	......	......	......	......	......	......	......	......	......
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	3	3	3	3	3	3	3	3	3	3	3	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms	3	3	3	3	3	3	0	0	0	0	0	0	0	0	0	0	0	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

CLASSIFICATION	ENGINE NUMBERS	Brooklyn to Gaston	Gaston to Eugene	Eugene to Gaston	Gaston to Brooklyn	Brooklyn to Sherw'd	Sherw'd to Sp'ghr'k	Sp'ghr'k to Smithfl'd	Smithfield to Dallas	Dallas to Airlie	Airlie to Sp'ghr'k	Sp'gbr'k to Sherw'd	Sherw'd to Brooklyn	Br'dm'd to Wilim'na	Wilim'na to Br'dm'd	Hillsboro to Buxton	Buxton to Timber	Timber to Cochran	Enright to Til'mook	Til'mook to Salmonberry	Salmonberry to Enright	Enright to Cochran	Timber to Buxton	Buxton to Hillsboro	Salem to Falls City	Falls City to Bl'kRock	Bl'kRock to Salem	Albany to Yaquina	Yaquina to Albany	Albany to Hoover	Hoov'r to Albany	Eugene and M'hfield	M'hfield and MyrtlePt
E—63 17/24 47 to 52	1300 to 1358	950	660	775	1100	950	425	870	425	650	830	420	1100	790	600	......	......	......	......	......	......	......	......	......	......	......	......	490	350	485	500	1205	370
M—57 17/24 69	1601	1010	850	1000	1400	1050	525	1080	650	800	1080	500	1400	1000	740	......	......	......	......	......	......	......	......	......	......	......	......	740	430	590	750	1480	455
E—63 18/24 65	1385, 1395																																
E—69 18/24 65	1391																																
T—57 18/24 64 to 75	2004, 2029 to 2036, 2058, 2076, 2085, 2088, 2099, 2109	1050	900	1050	1500	1100	550	1130	710	850	1130	525	1500	1060	780	......	......	......	......	......	......	......	......	......	700	220	900	780	500	630	790	1580	630
M—57 18/24 73	1610, 1611																																
E—62 18/26 70	1476																																
E—69 18/28 75	1421																																
T—57 18/24 74 to 80	2017, 2019, 2039, 2073, 2081, 2082, 2095, 2121	1250	1000	1200	1600	1250	650	1470	800	950	1250	625	1600	1300	850	1200	500	300	1500	700	......	300	850	1500	......	......	......	850	590	800	900	1680	595
T—57 18/24 81 to 94	2001, 2127, 2128, 2130 to 2152, 2161, 2171, 2172, 2185, 2186																																
T—57 18/30 79	2197																																
T—57 18/30 84	2208																																
T—63 18/30 78	2187, 2190, 2194, 2200 to 2205																																
T—63 18/24 86	2127																																
C—40 17/20 89	2501	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	1000	370	1200	......	......	......	......	1750	......
C—51 20/24 107	2500	1500	1400	1590	2250	1500	880	1590	......	......	......	840	2000	......	......	1750	610	400	F	1750	900	400	1100	F	......	......	......	......	......	......	......	1800	650
T—63 19/24 105	2223, 2225																																
T—63 20/26 112	2235 to 2273																																
T—69 20/26 113	2219																																
TW—50 20/26 111 to 120	2932 to 2957	1750	1650	1700	2400	1750	1000	1700	......	......	......	1000	2400	......	......	2000	700	500	F	2000	1000	500	1250	F	......	......	......	......	......	......	......	......	......
TW—56 20/30 114 to 122	2925 to 2931																																
TW—55 22/26 147	2900 to 2913	2400	2290	2575	3220	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	......	3000	1440
Allowances for Empty and Underloaded Cars.	Less than 40 Ms	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
	40 to 50 Ms	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	More than 50 Ms	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

CLASS "C"—Consolidation engine "M"—Moguls "Mk"—Mikado 'E"—Eight-wheelers
"T"—Ten-wheelers "TW"—Twelve-wheelers "P"—Pacific Type

Example.—Consolidation engine having 57 inch drivers, Cylinders 22 inch diameter and 30 inch stroke, and weighing 187,000 pounds on Drivers:

$$\text{C-57}\frac{22}{30}\text{187}$$

LIST OF SURGEONS, HOSPITAL DEPARTMENT

NAME	LOCATION	DISTRICT
Dr. F. K. Ainsworth, Chief Surgeon and Mgr..	San Francisco.	All.
Dr. G. O. Jarvis, District Surgeon	Ashland	Ashland to Talent.
Dr. Ernest A. Woods, Asst. District Surgeon..	Ashland	
Dr. E. B. Pickel, District Surgeon	Medford	Talent to Central Point.
Dr. J. J. Emmons, Oculist and Aurist	Medford	
Dr. W. P. Chisholm, District Surgeon	Gold Hill	Central Point to Rogue River.
Dr. S. Loughridge, District Surgeon	Grants Pass..	Rogue River to Leland.
C. B. Marks, Oculist and Aurist	Grants Pass..	
Dr. A. J. Fawcett, District Surgeon	Glendale	Leland to West Fork.
Dr. R. W. Langley, District Surgeon	Riddle	West Fork to Dillard.
Dr. D. R. Coryell, Dist. Surgeon	Myrtle Creek.	
Dr. L. C. Melvin, District Surgeon	Roseburg	Dillard to Wilbur.
Dr. E. V. Hoover, Associate Dist. Surgeon	Roseburg	Dillard to Wilbur.
Dr. E. J. Wainscott, District Surgeon	Oakland	Wilbur to Yoncalla.
Dr. R. F. McKaig, Emergency Surgeon	Yoncalla	
Dr. H. A. Canfield, District Surgeon	Drain	Yoncalla to Comstock.
Dr. Bertha L. Devore, Asst. District Surgeon..	Drain	Yoncalla to Comstock.
Dr. B. R. Job, District Surgeon	Cottage Grove	Comstock to Walker.
D. A. Forbes, District Surgeon	Creswell	Walker to Springfield Junction.
Dr. Wm. Kuykendall, District Surgeon	Eugene	Springfield Junction to Irving.
Dr. N. E. Winnard, Asst. District Surgeon	Eugene	Springfield Junction to Irving.
Dr. Merle G. Howard, Asst. District Surgeon..	Eugene	Springfield Junction to Irving.
Dr. O. R. Gullion, Oculist and Aurist	Eugene	
Dr. D. P. Love, District Surgeon	Junction City.	Irving to Halsey.
Dr. W. H. Dale, Emergency Surgeon	Harrisburg	
Dr. T. I. Marks, Emergency Surgeon	Halsey	
Dr. F. E. Beauchamp, District Surgeon	Albany	Halsey to Millersburg.
Dr. J. H. Robnett, Asst. District Surgeon	Albany	Halsey to Millersburg.
Dr. J. O. Van Winkle, District Surgeon	Jefferson	Millersburg to Turner.
Dr. H. N. Gragg, Emergency Surgeon	Turner	
Dr. W. H. Byrd, District Surgeon	Salem	Turner to Gervais.
Dr. Carl E. Cashatt, Asst. District Surgeon	Salem	Turner to Gervais.
Dr. M. C. Findley, Oculist and Aurist	Salem	
Dr. B. L. Steeves, Associate Oculist & Aurist..	Salem	
Dr. H. O. Hickman, Emergency Surgeon	Gervais	
Dr. J. L. Shorey, District Surgeon	Woodburn	Gervais to Aurora and Mt. Angel.
Dr. S. W. Weaver, Emergency Surgeon	Hubbard	
Dr. B. F. Giesy, Emergency Surgeon	Aurora	
Dr. H. A. Dedman, District Surgeon	Canby	Aurora to New Era.
Dr. C. H. Meissner, District Surgeon	Oregon City..	New Era to Clackamas.
Dr. Geo. H. Buck, District Surgeon	East Portland.	Clackamas to Portland.
Dr. Geo. F. Wilson, Division Surgeon	Portland	Portland Division.
Dr. A. L. Berkley, District Surgeon	Portland	
Dr. John F. Beaumont, Oculist and Aurist	Portland	Portland.
Dr. R. E. Kleinsorge, District Surgeon	Silverton	Mt. Angel to Aumsville.
Dr. A. G. Prill, District Surgeon	Scio	Aumsville to Brownsville.
Dr. J. C. Booth, District Surgeon	Lebanon	Lebanon Branch.
Dr. Norman E. Irvine, Associate Dist. Surgeon.	Lebanon	
Dr. R. M. Waltz, District Surgeon	Brownsville	Brownsville to Best.
Dr. M. E. Jarnagin, District Surgeon	Coburg	Best to Armitage.
Dr. W. H. Pollard, District Surgeon	Springfield	Armitage to Natron.
Dr. Eugene Kester, Asst. District Surgeon	Springfield	Armitage to Natron.
Dr. J. C. Jackson, Emergency Surgeon	Marcola	
Dr. W. L. Cheshire, Emergency Surgeon	Wendling	
Dr. E. R. Todd, Emergency Surgeon	Molalla	
Dr. C. H. Newth, District Surgeon	Philomath	Summit to Yaquina.
Dr. R. D. Burgess, District Surgeon	Toledo	
Dr. W. W. Allen, District Surgeon	Mill City	
Dr. H. C. Eastland, Emergency Surgeon	Gardiner	
Dr. Chas. Billington, District Surgeon	Reedsport	
Drs. Philip J. and Russell Keizer, Dist. Surgeons	North Bend..	
Dr. E. Mingus, District Surgeon	Marshfield	
Dr. G. E. Dix, Asst. District Surgeon	Marshfield	
Dr. James Richmond, District Surgeon	Coquille	
Dr. Wm. Pemberton, Emergency Surgeon	Myrtle Point..	
Dr. John A. Weimer, District Surgeon	Powers	
Dr. Warren La Cameron, Emergency Surgeon ..	Oswego	
Dr. F. T. Rucker, Emergency Surgeon	Sherwood	
Dr. John S. Rankin, Emergency Surgeon	Newberg	
Dr. Edw. A. Romig, Emergency Surgeon	Newburg	
Dr. G. F. Via, District Surgeon	Banks	
Dr. P. C. Page, Emergency Surgeon	Buxton	
Dr. G. U. Snapp, Dist. Surgeon	Cochran	
Dr. H. E. Rinehart, District Surgeon	Wheeler	
Dr. R. T. Boals, District Surgeon	Tillamook	Buxton to Tillamook.
Dr. E. E. Mason, District Surgeon	Beaverton	Portland to Reedville.
Dr. J. O. Robb, District Surgeon	Hillsboro	Reedville to Yamhill.
Dr. J. T. MacKay, Asst. District Surgeon	Hillsboro	
Dr. E. J. Crowthers, Emergency Surgeon	Cornelius	
Dr. H. R. Kauffman, District Surgeon	Forest Grove..	
Dr. Carl L. Taylor, Emergency Surgeon	Yamhill	
Dr. A. D. Morrison, Emergency Surgeon	Carlton	
Dr. J. H. Cook, District Surgeon	McMinnville..	
Dr. O. D. Butler, District Surgeon	Independence.	Yamhill to Whiteson.
Drs. Pernot & Johnson, District Surgeons	Corvallis	Whiteson to Wellsdale.
Dr. E. Bennett, District Surgeon	Monroe	Wellsdale, Corvallis and Summit.
Dr. J. R. Barr, District Surgeon	Sheridan	Whiteson to Sheridan.
Dr. F. W. Didier, Emergency Surgeon	Willamina	
Dr. A. B. Starbuck, District Surgeon	Dallas	Sheridan Jct. to Airlie.
Dr. W. B. Butler, Emergency Surgeon	Airlie	
Dr. C. P. Horn .Emergency Surgeon	Falls City	

When employes, passengers or others are injured, call the nearest Company Surgeon, preferably District Surgeon. Emergency Surgeons are called only when patients cannot be sent to or await the arrival of District Surgeons.

When necessary to call Surgeons other than those regularly employed by the Company, it should be with the distinct understanding that their services will not be required after the arrival of Company Surgeon.

Any officer of the Company is authorized to call Company Surgeons to attend the injured.

When tramps or other trespassers are injured on the Company's Lines, they should be turned over to friends, or to city, county or other local relief authorities, after immediate necessary attention has been rendered by Company Surgeon.

MILEAGE

Main Line.

Ashland to East Portland	O. & C. R. R. Co	339.55	
East Portland	O.-W. R. R. & N. Co. (Jointly Operated)	0.05	
East Portland to Portland	Jointly Owned	0.31	
In Portland	N. P. T. Co.	0.26	
Total Main Line			340.17

Branch Lines.

Woodburn-Springfield	O. & C. R. R. Co.	92.78	
Tallman	O. & C. R. R. Co	7.68	
Wendling	O. & C. R. R. Co	15.95	
Oakridge	O. & C. R. R. Co., Springfield Junction to Natron.	6.89	
	C. P. Ry., Natron to Oakridge	34.39	
Geer	O. & C. R. Co	6.81	
Molalla	S. P. Co	10.45	
Yaquina	S. P. Co	83.54	
Mill City	S. P. Co	57 20	
Coos Bay Line	S. P. Co., Blair to Marshfield	120.50	
	S. P. Co., Marshfield to Myrtle Point	26.12	
	S. P. L. Co., Myrtle Point to Powers	18.56	
Newberg	O. & C. R. R. Co	38.00	
Milwaukie	B. & W R. R. Co	3 06	
Tigard	B. & W. R R. Co	7.29	
Tillamook	S. P Co	91.20	
West Side	N. P. T. Co., Portland to Hoyt St.	.15	
	O. & C. R. R. Co., Portland tc Corvallis	101.03	
	S. P. Co., Corvallis to Transter	37.02	
Alpine	S. P. Co	6.10	
Bellfountain	S. P. Co	4.87	
Airlie	O. & C. R. R. Co	36.42	
Willamina	O. & C. R. R Co., Broadmead to Sheridan	7.19	
	S. P. Co., Sheridan to Willamina	5.35	
Falls City	S. P. Co	28.35	
Total Branch Lines			846.90
Total Main Line			340.17
Total Portland Division			1187.07

DISPATCHERS

Ashland-Roseburg Sub-Divisions.

J. I. Love,	1st Chief Train Dispatcher	Roseburg
C. W. Grubbs,	2d Chief Train Dispatcher	“
J. D. Osborne,	Train Dispatcher	“
L. S. Taylor,	“ “	“
V. N. Fields,	“ “	“
W. A. Glenn,	“ “	“
G. Beath,	“ “	“
S. N. Young,	“ “	“
J. E. McDonald,	“ “	“
E. R. Burton,	“ “	“
R. B. Mould,	“ “	“

DISPATCHERS

Marshfield Sub-Division.

R. C. Harden,	1st Chief Train Dispatcher	Marshfield
A. A. McMasters,	Train Dispatcher	“
E. G. Matthews,	“ “	“
E. F. Coady,	“ “	“
L. C. Appleman,	“ “	“

DISPATCHERS

Portland Sub-Division.

C. H. Spencer,	1st Chief Train Dispatcher	Portland
F. W. Cantrell,	2d “ “ “	“
C. H. Eva,	3d “ “ “	“
F. Hruby,	Train Dispatcher	“
E. T. Mulquin,	“ “	“
H. A. Ydstie,	“ “	“
D. J. McLardy,	“ “	“
O. Olsson,	“ “	“
B. H. Boles,	“ “	“
W. C. Cauthers,	“ “	“
A. J. Edick,	“ “	“
C. H. Grant,	“ “	“
A. S. Bimrose,	“ “	“
W. B. Hughes,	“ “	“

G. C. MORRIS,
Trainmaster,
Portland, Ore.

J. L. MAY,
Trainmaster,
Portland, Ore.

A. L. DOWNS,
Terminal Trainmaster,
Brooklyn, Ore.

E. STROUD,
Trainmaster,
Eugene, Ore.

J. E. ENGER,
Trainmaster,
Roseburg, Ore.

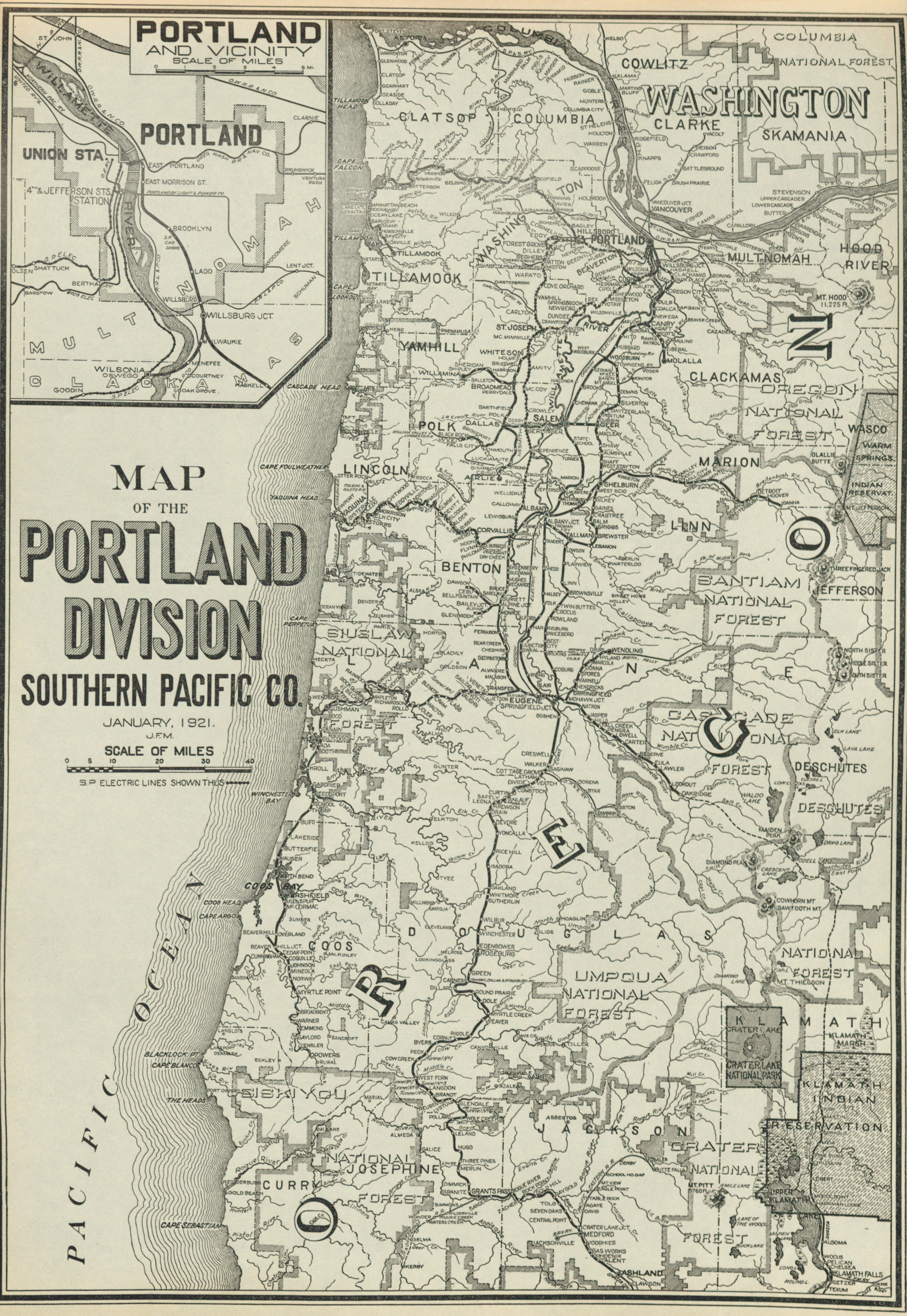
G. L. FLINT,
Road Foreman of Engines,
Portland, Ore.

G. H. KILBORN,
Road Foreman of Engines,
Roseburg, Ore.

E. L. KING,
Superintendent,
Portland, Ore.

C. W. MARTYN,
Assistant Superintendent,
Portland, Ore.

D. S. WEIR,
Assistant Superintendent,
Roseburg, Ore.



MAP
OF THE
PORTLAND
DIVISION
SOUTHERN PACIFIC CO.

JANUARY, 1921.
J.F.M.

SCALE OF MILES
0 5 10 20 30 40
S.P. ELECTRIC LINES SHOWN THUS
PORTLAND AND VICINITY
SCALE OF MILES
PORTLAND
UNION STA.
EAST PORTLAND
EAST MORRISON ST.
4TH & JEFFERSON STS. STATION
BROOKLYN
WILLSBURG JCT.
MILWAUKIE
WILSONIA
OSWEGO
OAK GROVE
WILLAMETTE RIVER
MULTNOMAH
CLACKAMAS
WASHINGTON
COLUMBIA
COWLITZ
CLARKE
SKAMANIA
COLUMBIA NATIONAL FOREST
CLATSOP
TILLAMOOK
YAMHILL
POLK
LINCOLN
BENTON
LANE
LINN
MARION
HOOD RIVER
WASCO
JEFFERSON
DESCHUTES
DOUGLAS
COOS
CURRY
JOSEPHINE
JACKSON
KLAMATH
OREGON
OREGON NATIONAL FOREST
SANTIAM NATIONAL FOREST
SIUSLAW NATIONAL FOREST
CASCADE NATIONAL FOREST
DESCHUTES NATIONAL FOREST
UMPQUA NATIONAL FOREST
SISKIYOU NATIONAL FOREST
CRATER NATIONAL FOREST
CRATER LAKE NATIONAL PARK
KLAMATH INDIAN RESERVATION
WARM SPRINGS INDIAN RESERVAT.
MT. HOOD 11,225 FT.
PACIFIC OCEAN
ASTORIA
SALEM
ALBANY
CORVALLIS
EUGENE
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
MARSHFIELD
VANCOUVER
TILLAMOOK HEAD
CAPE FALCON
CASCADE HEAD
CAPE FOULWEATHER
YAQUINA HEAD
CAPE PERPETUA
WINCHESTER BAY
COOS BAY
CAPE ARGO
CAPE BLANCO
CAPE SEBASTIAN